

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 03-3306
DAMASCUS/BORING CONCEPT PLAN WORK)
PROGRAM TO ADDRESS CONDITIONS) Introduced by Councilor Rod Park
IDENTIFIED IN RESOLUTION NO.01-3098A.

WHEREAS, on September 20, 2001, the Metro Council approved Resolution No. 01-3098A, with conditions of approval, amending the Metropolitan Transportation Improvement Program (MTIP) to allocate \$2 million of Surface Transportation Program (STP) funds for concept planning for the Damascus area and to complete the Draft Environmental Impact Statement for the Sunrise Corridor – Unit 1; and

WHEREAS, the first condition of Resolution 01-3098A directs a portion of this funding toward the Supplemental Draft Environmental Impact Statement (SDEIS)/Final Environmental Impact Statement (FEIS)/Preliminary Engineering (PE) for the Sunrise Corridor segment extending from I-205 to the Rock Creek Junction (Unit 1), with all other costs needed to complete the SDEIS/FEIS/PE to be provided by the Oregon Department of Transportation (ODOT) and Clackamas County; and

WHEREAS, a second condition of Resolution 01-3098A directs a portion of this funding for the preparation of a Damascus area concept plan upon completion of Metro’s periodic review decision for the urban growth boundary and for completion of exceptions findings needed for the portion of the Sunrise Corridor extending from Rock Creek to US 26 with supplemental funds provided by Clackamas County; and

WHEREAS, a third condition of Resolution No. 01-3098A, requires the approval of the work program and budget by JPACT and the Metro Council to carry out these activities; and

WHEREAS, on December 12, 2002, the Metro Council approved Ordinance No. 02-969B amending Metro’s urban growth boundary in the Damascus area and completing Metro’s decision on the urban growth boundary; in addition, this urban growth boundary amendment included the requirement to develop a concept plan and recommend further territory to add to the urban growth boundary in the future; and

WHEREAS, a future resolution will address the work program and budget for the Supplemental Draft Environmental Impact Statement (SDEIS)/Final Environmental Impact Statement (FEIS)/Preliminary Engineering (PE) for the Sunrise Corridor Unit 1; now therefore,

BE IT RESOLVED that the Damascus/Boring Concept Plan work program and budget shown in Exhibit A of the Resolution is approved.

ADOPTED by the Metro Council this _____ day of April, 2003

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



Damascus/Boring Concept Plan Work Program

Overview and purpose

The Damascus/Boring Concept Plan will be a cooperative planning effort to create a plan and implementation strategies for development of approximately 12,000 acres located south of Gresham and east of Happy Valley in Clackamas County. The concept plan is a follow-up to a December 2002 decision by Metro to bring the area inside the urban growth boundary. The Damascus/Boring Concept plan will be closely coordinated with the environmental analyses of the Sunrise Corridor Unit 1 effort and will address the general need and location of the proposed Sunrise Corridor (Unit 2). Important components of the concept plan are expected to include:

- A land-use element that locates a combination of uses and densities that support local and regional housing and employment needs, provides a diverse range of housing, and identifies commercial and industrial employment opportunities that allow residents to work near their home
- A multi-modal transportation system element that serves regional and community travel needs and informs the Sunrise Corridor planning process
- A natural resources element that identifies natural resources areas and protection strategies
- A public infrastructure and facilities element for water, sewer, storm water, parks, schools, fire and police

The concept plan will provide the basis for future comprehensive plan amendments and development code regulations that must be adopted before development can take place.

A separate, concurrent process is also underway to define improvements to the "urban" portion of Highway 212, from I-205 to the Rock Creek junction of Highways 212 and 224. This work is being led by Clackamas County, in partnership with Metro and ODOT, and will result in a Supplemental Draft Environmental Impact Statement (SDEIS) for improvements to this segment of the Sunrise Corridor, also known as Unit 1. The study will also examine future right-of-way issues east of Rock Creek junction to approximately 172nd Avenue. This work will result in the identification of potential improvements between I-205 and Rock Creek and does not preclude work related to the Sunrise Corridor that will be completed as part of the Damascus Concept Plan.

The Damascus/Boring Concept Plan will identify and evaluate multi-modal transportation system alternatives to serve regional and community needs in the area. The alternatives will include combinations of highway, arterial, boulevard and transit improvements that are complemented by a network of local streets, multi-use trails and bicycle and pedestrian connections. If the Damascus/Boring Concept Plan determines that the Unit II Sunrise Corridor improvements are needed, the concept plan will identify highway alternatives to be evaluated through a DEIS process similar to that already initiated for the Unit 1 portion of the Sunrise Corridor. However, the Damascus Concept Plan could also identify non-highway alternatives to the proposed Sunrise Corridor Unit II that would better meet the needs of the area while serving statewide travel.

Project tasks and budget

The following is a summary of major tasks identified in the Damascus/Boring Concept Plan work program and costs for completion of the tasks.

Task 1

Project management and coordination

The on-going management and coordination of the project includes oversight of schedules and budgets, creation and operation of an advisory committee, coordination of grant funding and management of consultant and grant contracts. Task 1 also includes communication with elected officials, community organizations and interested agencies and on-going coordination with the groups working on governance, Sunrise Corridor planning and Powell/Foster Corridor planning. A project advisory committee to include Damascus and Boring residents, property owners and representatives from local governments and affected agencies will help direct the project. This task will be jointly managed by Clackamas County and Metro.

Task 1 Summary	
Clackamas County	\$143,000
Metro	\$129,120
Consultant	\$53,800
Task 1 Total	\$325,920

Task 2

Establish a public involvement program with community

This task involves the development and implementation of a public involvement program for the project. The primary objective of this task is to ensure that the community is meaningfully involved and to build consensus through a program to be designed by a community-based public involvement committee. The public involvement program, to be determined by the committee, is expected to include actions such as open houses, public meetings, workshops, project newsletters, a project website, media communications and other activities. Clackamas County will lead this task and the community-based public involvement committee will help direct it.

Oregon Solutions will facilitate a community-based process to develop core values, vision and principles to guide the Damascus/Boring Concept Plan, including principles of sustainability. The goal for the visioning process shall be to:

- develop and document the residents' Core Values
- develop and document the residents' vision of the community for 2024
- define the rules and laws that must be followed in the concept plan process
- explore and document how to sustain the area economically, socially and environmentally.

Task 2 Summary	
Clackamas County	\$128,000
Metro	\$50,500
Consultant	\$32,000
Oregon Solutions	\$10,000
Task 2 Total	\$220,500

Task 3**Background and existing conditions**

This task includes development of a GIS data set and EMME/2 base transportation model for the study area and preparation of existing conditions/issues technical memoranda for land use, transportation, natural resources and public facilities and services. This task will produce a buildable lands map, natural resources map, existing conditions transportation system map and other materials that will be used in the development of alternatives (Task 5).

Task 3 Summary	
Clackamas County	\$160,200
Metro	\$121,800
Consultant	\$70,700
Task 3 Total	\$352,700

Task 4**Alternatives development and analysis**

This task includes development of goals, principles and evaluation measures that will guide the creation and analysis of concept plan alternatives. Concept development workshops will be held in the community. A transportation analysis of the alternatives will be conducted using the regional travel model. An alternatives analysis report will be prepared, documenting how well the alternatives meet project goals and evaluation measures. This step will tie closely to the analysis of alternatives evaluated in the Sunrise Corridor planning effort.

Task 4 Summary	
Clackamas County	\$125,100
Metro	\$159,400
Consultant	\$90,200
Task 4 Total	\$374,700

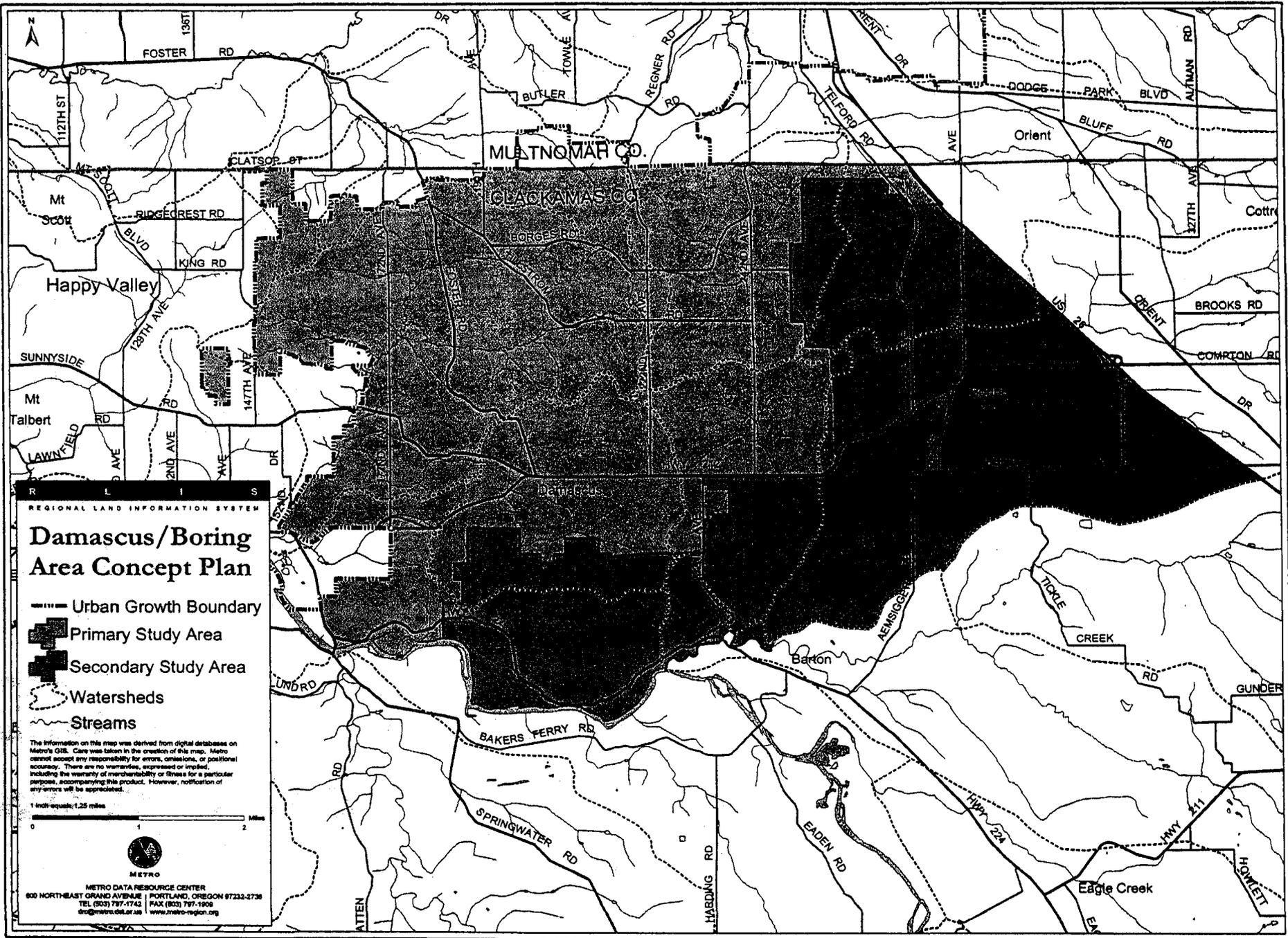
Task 5**Final concept plan and implementation strategies development**

This task will finalize a concept plan that refines lessons learned from the alternatives analysis, and develop implementation strategies that will guide future implementation of the concept plan. The plan will be based on input from the community and project advisory committee. A transportation analysis of the final concept plan will be conducted using the regional travel model, and a final report will be prepared that summarizes the recommended concept plan and implementation strategies.

Task 5 Summary	
Clackamas County	\$77,500
Metro	\$70,300
Consultant	\$24,100
Task 5 Total	\$171,900

Damascus/Boring Concept Plan Budget Summary

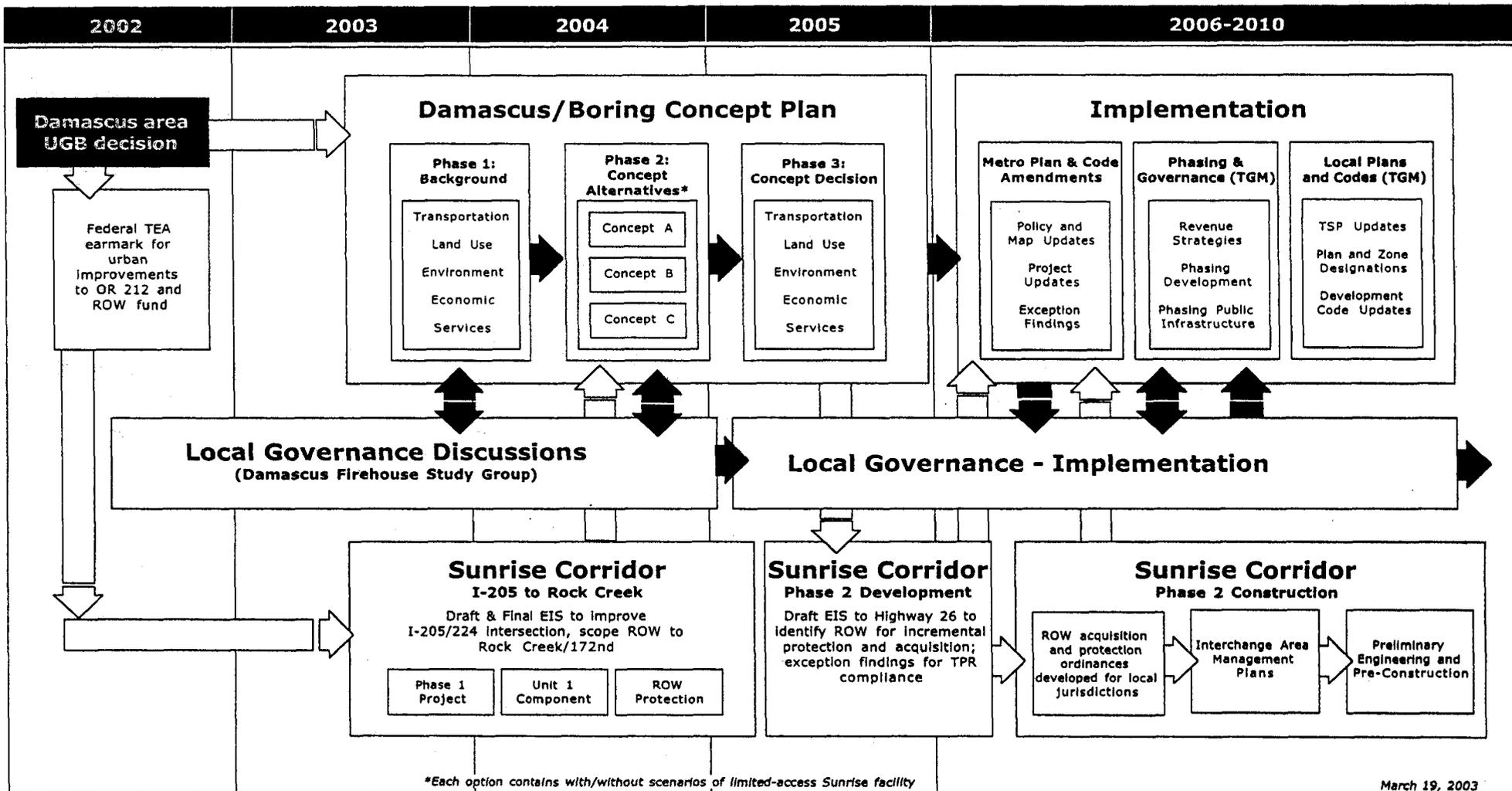
	MTIP Grant Funded	Agency Contribution (i.e., match & in-kind)	Total
Clackamas County (includes M&S)	\$677,650	\$93,150	\$770,800
Metro	\$425,450	\$93,670	\$519,120
Consultant	\$243,000	(\$11,100 contributed by Metro and \$16,700 Clackamas County)	\$270,800
City of Happy Valley	\$22,000	\$2,500	\$24,500
City of Gresham	\$22,000	\$2,500	\$24,500
Oregon Solutions	\$8,973	(\$1,027 contributed by Metro and Clackamas)	\$10,000
Total	\$1,399,073	\$220,647	\$1,619,720





DRAFT

Damascus/Boring Concept Plan



*Each option contains with/without scenarios of limited-access Sunrise facility

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3306 FOR THE PURPOSE OF APPROVING THE DAMASCUS/BORING CONCEPT PLAN WORK PROGRAM TO ADDRESS CONDITIONS IDENTIFIED IN RESOLUTION NO.01-3098A.

Date: March 20, 2003

Prepared by: Kim Ellis

Resolution No. 03-3306 addresses the work program and budget for the Damascus/Boring Concept Plan in response to conditions identified in Metro Resolution No. 01-3098A and Metro Ordinance No. 02-969B. Approval of this Resolution allows Metro and Clackamas County staff to finalize a more detailed work program for the project and enter into a contract agreement to perform the tasks identified in the work program. A separate resolution will be presented to the Metro Council in the future to address the Sunrise Corridor Unit 1 work program and budget.

BACKGROUND

On September 20, 2001, the Metro Council approved Resolution No. 01-3098A amending the Metropolitan Transportation Improvement Program (MTIP) to allocate \$2 million of Surface Transportation Program (STP) funds for concept planning for the Damascus area and to analyze environmental implications of constructing Phase 1, Unit 1 of the Sunrise Corridor limited access highway. The Resolution identified the following three conditions of approval:

1. direct approximately \$1 million toward the Supplemental Draft EIS (SDEIS)/final Environmental Impact Statement (FEIS)/Preliminary Engineering (PE) for the Sunrise Corridor segment extending from I-205 to the Rock Creek Junction (Unit 1), with all other costs needed to complete the SDEIS/FEIS/PE to be provided by the Oregon Department of Transportation (ODOT) and Clackamas County;
2. direct approximately \$1 million for the preparation of a Damascus area concept plan upon completion of Metro's periodic review decision for the urban growth boundary and for completion of exceptions findings needed for the portion of the Sunrise Corridor extending from Rock Creek to US 26; and
3. require Metro's review of work program and budget to carry out these activities and to finalize the specific budget allocations to these tasks.

On December 12, 2002, the Metro Council approved Ordinance No. 02-969B amending Metro's urban growth boundary in the Damascus area and completing Metro's periodic review decision for the urban growth boundary.

Sunrise Corridor. A Sunrise Corridor Draft EIS was prepared in 1993. In 1996, the Clackamas County Board of Commissioners approved the preferred alternative, which consists of the central alignment within the Lawnfield/Mather Road area and the southern alignment around Damascus. A Supplemental Draft Environmental Impact Statement (SDEIS) is needed to update the design and environmental information, to consider whether alternatives to the Sunrise Corridor should be considered and to determine the construction phasing of Unit 1 (I-205 to Rock Creek junction).

This work will be led by Clackamas County, in partnership with Metro and ODOT, and will complete a SDEIS and FEIS, and start preliminary engineering needed for Unit 1 of the Sunrise Corridor. The study will also examine future right-of-way issues east of Rock Creek junction to approximately 172nd Avenue. This work will result in the identification of potential improvements between I-205 and Rock Creek and does not preclude work related to the Sunrise Corridor that will be completed as part of the Damascus/Boring Concept Plan. While this work is underway, Metro and Clackamas County will complete the land use planning elements for Unit 2, including Sunrise Corridor exceptions findings and the Damascus/Boring Concept Plan. A future resolution will be considered dealing with the scope and budget for the Sunrise Corridor – Unit 1.

Metro will be independently responsible for completing amendments to the Regional Transportation Plan (RTP) that result from the Damascus/Boring Concept Plan and the Sunrise Corridor planning efforts, including the completion of exceptions findings for the Sunrise Corridor. Clackamas County will be independently responsible for completing necessary amendments to the County's comprehensive plan and implementing ordinances. These activities will not be funded by the Metropolitan Transportation Improvement Program (MTIP) grant funds allocated in Resolution No. 01-3098A.

Damascus/ Boring Concept Plan. The Damascus/Boring Concept Plan will be a cooperative planning effort to create a plan and implementation strategies for development of approximately 12,000 acres located south of Gresham and east of Happy Valley in Clackamas County. The Damascus/Boring Concept plan will be closely coordinated with the environmental analyses of the Sunrise Corridor Unit 1 effort and will address the general need and location of the proposed Sunrise Corridor (Unit 2). Early in the process, Oregon Solutions will facilitate a community-based process to develop core values, vision and principles to guide the Damascus/Boring Concept Plan, including principles of sustainability.

Important components of the concept plan are expected to include:

- A land-use element that locates a combination of uses and densities that support local and regional housing and employment needs, provides a diverse range of housing, and identifies commercial and industrial employment opportunities that allow residents to work near their home
- A multi-modal transportation system element that serves regional and community travel needs and informs the Sunrise Corridor planning process
- A natural resources element that identifies natural resources areas and protection strategies
- A public infrastructure and facilities element for water, sewer, storm water, parks, schools, fire and police

The concept plan will provide the basis for future comprehensive plan amendments and development code regulations that must be adopted before development can take place by the governing jurisdiction(s). Governance for this area is yet to be determined. The Damascus/Boring Concept Plan will identify and evaluate multi-modal transportation system alternatives to serve regional and community needs in the area. The alternatives will include combinations of highway, arterial, boulevard and transit improvements that are complemented by a network of local streets, multi-use trails and bicycle and pedestrian connections.

If the Damascus/Boring Concept Plan determines that the Unit II Sunrise Corridor improvements are needed, the concept plan will identify highway alternatives to be evaluated through a DEIS process similar to that already initiated for the Unit 1 portion of the Sunrise Corridor. However, the Damascus

Concept Plan could also identify non-highway alternatives to the proposed Sunrise Corridor Unit II that would better meet the needs of the area while serving statewide travel. Any further DEIS requirements that may be needed for any projects recommended through this concept plan will be undertaken at a future date.

ANALYSIS/INFORMATION

1. **Known Opposition.** There is no known opposition to the proposed legislation.
2. **Legal Antecedents.** This action responds to conditions identified in Metro Resolution No. 01-3098A which allocated \$2 million of Surface Transportation Program (STP) funds for Damascus area land use planning and to analyze environmental implications of constructing Phase 1, Unit 1 of the Sunrise Corridor limited access highway. This action also responds to Metro Ordinance No. 02-969B, which amended Metro's urban growth boundary in the Damascus area and included the requirement to develop a concept plan for this area and recommend further territory to add to the urban growth boundary in the future.
3. **Anticipated Effects.** Approval of this Resolution does two things. First, it satisfies a condition of approval of Metro Resolution No. 01-3098A, approving the Damascus/Boring Concept Plan work program and budget. Second, it allows Metro and Clackamas County staff to proceed with finalizing a more detailed scope of work and entering into a contract agreement to perform the work identified in work program. A separate resolution will be presented to the Metro Council in the future to address the Sunrise Corridor Unit 1 work program and budget.
4. **Budget Impacts.** There will be impacts on Metro's budget from this Resolution. The draft FY 03-04 budget already assumes that the work scope for the Damascus/Boring project will be completed and approved by JPACT and the Council during the current fiscal year, with \$212,725 in the draft Metro budget for MTIP grant funds in the upcoming fiscal year (FY 03-04). The work program also calls for \$460,325 in MTIP funding for Clackamas County, including consulting services, in FY 03-04 for the Damascus/Boring Concept Plan work. The MTIP grant covers a two-year work program, which means that another \$212,725 in Metro funding and \$460,325 in Clackamas County funds are proposed for Damascus/Boring planning FY 04-05.

RECOMMENDED ACTION

Approve Resolution No. 03-3306.

M E M O R A N D U M

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METRO

DATE: April 10, 2003
TO: JPACT Members and Interested Parties
FROM: Ray Valone, Senior Planner
SUBJECT: Agenda Item 4 - Change to Exhibit A of Resolution No. 03-3306

The correct version of Task 1 of Exhibit A should read as follows (additional sentence underlined):

Task 1 Project management and coordination
The on-going management and coordination of the project includes oversight of schedules and budgets, creation and operation of an advisory committee, coordination of grant funding and management of consultant and grant contracts. Task 1 also includes communication with elected officials, community organizations and interested agencies and on-going coordination with the groups working on governance, Sunrise Corridor planning and Powell/Foster Corridor planning. Clackamas County and Metro will work with ODOT to define ODOT's role in the final work program. A project advisory committee to include Damascus and Boring residents, property owners and representatives from local governments and affected agencies will help direct the project. This task will be jointly managed by Clackamas County and Metro.

Task 1 Summary	
Clackamas County	\$143,000
Metro	\$129,120
Consultant	\$53,800
Task 1 Total	\$325,920

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) **RESOLUTION NO. 03-3303**
LOCALLY PREFERRED STRATEGY FOR THE)
SOUTH/NORTH CORRIDOR PROJECT TO DEFINE) Introduced by:
A TWO-PHASED MAJOR TRANSIT INVESTMENT)
STRATEGY FOR THE SOUTH CORRIDOR, WITH) Councilor Brian Newman
THE I-205 LIGHT RAIL TRANSIT PROJECT AS)
THE PHASE 1 LOCALLY PREFERRED)
ALTERNATIVE FOLLOWED BY THE MILWAUKIE)
LIGHT RAIL TRANSIT PROJECT IN PHASE 2.

WHEREAS, the Federal Transit Administration (FTA) and Metro published the South/North Corridor Project Draft Environmental Impact Statement in February 1998, that evaluated a No-Build and numerous Light Rail Alternatives in the South/North Corridor; and

WHEREAS, on July 23, 1998 the Metro Council adopted Resolution No. 98-2674 defining the Locally Preferred Strategy (LPS) and Resolution No. 98-2672 adopting the Land Use Final Order (LUFO) for the South/North Light Rail Project; and

WHEREAS, Metro and FTA published the South/North Corridor Project Supplemental Draft Environmental Impact Statement (SDEIS) in June 1999 and Final Environmental Impact Statement (FEIS) in October 1999 for the North Corridor Interstate MAX Light Rail Project, and in June 1999 the Metro Council adopted Resolution No. 99-2806A amending the LPS for the South/North Corridor Project to define the Interstate MAX Project as the first construction segment; and

WHEREAS, in June 1999, Metro Council passed Resolution No. 99-2795A refocusing the region's attention on the southern portion of the South/North Corridor and initiating the South Corridor Transportation Alternatives Study; and

WHEREAS, the South Corridor SDEIS, published on December 20, 2002, evaluated a no-build alternative, a Bus Rapid Transit Alternative, a Busway Alternative, a Milwaukie Light Rail Alternative, an I-205 Light Rail Alternative and a Combined Light Rail Alternative along with various design options; and

WHEREAS, the downtown community strongly supported a Portland Mall alignment for the CBD, the Central City Plan, the adopted LPA, and the adopted LUFO all call for the Portland Mall alignment, and there is limited capacity on the cross-mall alignment; and

WHEREAS, the public was invited to comment on the SDEIS and Downtown Light Rail Systems Analysis during the public comment period from December 20, 2002 through February 7, 2003, and comments received during the comment period, including at two public hearings, are documented in the South Corridor Project Public Comment Report (February 2003); and

WHEREAS, the South Corridor Policy Committee reviewed the SDEIS, considered the public comments and adopted a recommendation to amend the South/North LPS through a two-phased major transit investment strategy for the South Corridor, with the I-205 Light Rail Project as the Locally Preferred Alternative (LPA) for Phase 1, to be followed by the Milwaukie Light Rail Project in Phase 2 as further described in Exhibit A, the South Corridor Project Locally Preferred Alternative Report; and

WHEREAS, the local jurisdictions in the South Corridor have reviewed the Policy Committee's recommendation and the TriMet Board, ODOT, and the Local Jurisdictions each adopted a resolution supporting the recommendation; and

WHEREAS, FTA regulations require that the Locally Preferred Alternative be included in the Financially Constrained Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Plan (MTIP), and State Transportation Improvement Plan (STIP) to be advanced into Preliminary Engineering; now therefore

BE IT RESOLVED that the Metro Council hereby:

1. Adopts the amendment to the South/North Corridor Project LPS as described in the South Corridor Project Locally Preferred Alternative Report (Exhibit A), generally including the following:
 - Phase 1 will be the I-205 Light Rail Project including light rail on the Portland Mall, as well as the following transit improvements in Milwaukie; 1) construction of a Southgate park-and-ride lot scheduled to begin construction in Fall 2003, 2) relocation of the existing on-street Milwaukie transit center to the Southgate area pending resolution of design and environmental issues, and 3) between Milwaukie and Oregon City, implement select BRT and park-and-ride improvements pending evaluation in TriMet's *Transit Investment Plan* process.
 - Phase 2 will be the Milwaukie Light Rail Project, which will be advanced following completion of the I-205 FEIS, adoption of a finance plan for the project and the resolution of issues related to the Willamette River crossing; and
2. Directs Metro staff to work with the FTA and FHWA, ODOT, TriMet, the City of Portland, the City of Milwaukie, and Clackamas County to initiate Preliminary Engineering (PE) and the FEIS for the I-205 LRT Project and to amend the South Corridor SDEIS to include the Portland Mall; and
3. Directs staff to initiate an amendment to the LUFO, consistent with the South Corridor Project LPA for the Council's consideration; and
4. Directs Metro staff to prepare an amendment to the Regional Transportation Plan (RTP) to include the I-205 LRT Project in conjunction with the LUFO amendment, and
5. Directs staff to prepare an amendment to the MTIP that includes the I-205/Portland Mall project; and
6. Directs Metro staff to request an amendment to the State Transportation Improvement Plan (STIP) to include the I-205 LRT Project.

ADOPTED by the Metro Council this 17 day of April, 2003

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3303, FOR THE PURPOSE OF AMENDING THE LOCALLY PREFERRED STRATEGY FOR THE SOUTH/NORTH CORRIDOR PROJECT TO DEFINE A TWO-PHASED MAJOR TRANSIT INVESTMENT STRATEGY FOR THE SOUTH CORRIDOR, WITH THE I-205 LIGHT RAIL TRANSIT PROJECT AS THE PHASE 1 LOCALLY PREFERRED ALTERNATIVE FOLLOWED BY THE MILWAUKIE LIGHT RAIL TRANSIT PROJECT AS PHASE 2

Date: March 21, 2003

Prepared by: Sharon Kelly
Ross Roberts
Richard Brandman

BACKGROUND

The South Corridor Supplemental Draft Environmental Impact Statement (SDEIS) was prepared in compliance with the National Environmental Policy Act (NEPA). The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) are Federal co-lead agencies for the project. Metro is the local lead agency. The U.S. Army Corps of Engineers (Corps) is a cooperating federal agency and the Tri-County Metropolitan Transportation District of Oregon (TriMet) is a cooperating local agency. The South Corridor SDEIS supplements the South/North Corridor Project Draft Environmental Impact Statement that was published in February 1998 and supplemented by the North Corridor Interstate MAX SDEIS in April 1999 and FEIS in October 1999.

Eight state and local jurisdictions are participating in the South Corridor Project (Metro, TriMet, ODOT, the City of Portland, the City of Milwaukie, Oregon City, Clackamas and Multnomah Counties). The coordination effort takes place within a process that the FTA and FHWA prescribe for evaluating the environmental impacts, benefits, costs, and financing associated with the proposed project alternatives in order to qualify for Federal funding. Metro, with assistance from TriMet, consultants and the participating local jurisdictions, prepared the technical analysis supporting the SDEIS. FTA and FHWA furnished technical and procedural guidance to Metro and independently reviewed the SDEIS for technical and legal sufficiency prior to its approval and publication.

The federal transportation project development process is designed to be an integral part of the metropolitan area's long-range transportation planning process. It provides decision makers and the public with better and more complete information before the final decisions are made. Early in the process, the regional transportation planning efforts identify corridors and/or sub-areas with significant transportation problems that may need a major transportation investment. The local jurisdiction, in cooperation with FTA and/or FHWA completes an Alternatives Analysis (AA) or Major Investment Study (MIS) and Environmental Impact Statement (EIS) to determine the Locally Preferred Alternative (LPA) to address identified transportation problems. The Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP) are then amended to reflect the LPA. Following completion of the NEPA process, the project may qualify for federal funding and implementation can be initiated.

The South Corridor Project has a long history. Between the early 1980s and 1993, the region undertook several System Planning and Pre-Alternative Analysis studies in the North Corridor, South Corridor and Portland Central Business District (CBD). Both the South and North Corridors were identified in the RTP as future High-Capacity Transit Corridors. In October 1993, following several local system planning studies and priority corridor studies, the FTA issued notice in the *Federal Register* of the intent to publish

an EIS for the combined South/North Corridor. Scoping included an evaluation of a wide range of mode, alignment and terminus alternatives. At the conclusion of Scoping in December 1993, the range of alternatives was narrowed based on initial technical analysis and public comment. The project then completed three narrowing steps that led to the selection of alternatives described and considered within the *South/North DEIS*: 1) Tier I Narrowing of Terminus and Alignment Alternatives; 2) Tier I Design Option Narrowing; and 3) Cost-Cutting. Each of these three steps included:

- The adoption and application of a wide range of criteria and measures;
- The development and documentation of technical analysis of the costs, the transportation and environmental benefits and impacts of the study alternatives; and
- An early and pro-active public involvement program, including a public comment period prior to narrowing and a local selection process, which included the involvement of the South/North Citizen Advisory Committee (CAC), the Steering Committee and the participating jurisdictions and agencies.

In November 1995, the Metro Council adopted the *South/North Major Investment Study (MIS) Final Report* which documented the project's compliance with the FTA's and FHWA's *Major Metropolitan Planning Rule*. The *MIS Final Report* included the selection of the design concept and scope of the LPA for the South/North Corridor. In April 1996, the FTA concurred that Metro had met the federal MIS requirements for the South/North Corridor, and approved Metro's request to advance the corridor into PE concurrently with the preparation of the *South/North DEIS*.

The South/North DEIS was published in February 1998. The purpose of the DEIS was to summarize the benefits, cost and impacts associated with the alternatives and to provide citizens, agencies and jurisdictions with information needed to make an informed judgment when selecting the LPA to advance into the PE/FEIS stages of project development. Following the publication of the DEIS, there was an approximately 6-week public comment period and three public hearings were held. Upon closure of the public comment period, local jurisdictions, project committees and the Metro Council selected the Full-Length light rail alternative from Clackamas Regional Center to Vancouver as the LPA, with South Corridor identified as the first construction segment. In November 1998, the voters of the region did not re-approve the primary local match for the South/North Project and the region was required to reassess the project.

Following the defeat of the local funding measure, a series of "listening posts" were held where elected officials from Metro, TriMet and the jurisdictions in the region solicited comments and input from citizens around the region regarding how the region should proceed with transit solutions in the South and North Corridors. Following the "listening posts" a group of business leaders and citizens requested that a revised Full-Interstate Avenue Alternative in the North Corridor be evaluated as a smaller and lower cost project. An SDEIS, focusing on the North Corridor Interstate Avenue Alternative, was published in April 1999. Following a public comment period and public hearing, in June 1999 the Metro Council amended the LPA and defined the North Corridor Interstate MAX Light Rail Project as the first construction segment for the South/North Corridor and selected the new Full-Interstate Alignment Alternative. The *North Corridor Interstate MAX Light Rail Project FEIS* was published in October 1999. The North Corridor Project is currently under construction and expected to begin operations in September 2004.

Following the "listening posts" and amendment to the LPA for the North Corridor Interstate MAX Project, the region refocused on Transportation Alternatives in the South Corridor. The South Corridor Transportation Alternatives Study (SCTAS) was initiated by the Metro Council to examine non-light rail alternatives. The purpose of the SCTAS was to develop, evaluate and prioritize non-light rail transportation options that were responsive to community needs and the travel demand in the South Corridor that could be implemented expeditiously and moved forward into advanced design, environmental analysis and construction. The SCTAS examined the following eight alternatives: No-

Build Alternative, Radial Commuter Rail Alternative (Oregon City – Portland), Circumferential Commuter Rail Alternative (Milwaukie – Beaverton), River Transit Alternative, High Occupancy Vehicle (HOV) Lanes Alternative, High Occupancy Toll (HOT) Lanes Alternative, Bus Rapid Transit Alternative (BRT), and Busway Alternative.

Based on the findings in the October 2000 *South Corridor Project Evaluation Report*, the South Corridor Study Policy Group (a committee of elected and appointed officials in the South Corridor) narrowed the list of alternatives to be studied further in the South Corridor SDEIS. The Policy Group determined that HOV lanes, HOT lanes, Commuter Rail and River Transit did not meet the study's Purpose and Need and should not be studied further. In addition, after hearing from citizen groups in Southeast Portland, Milwaukie and Clackamas County, the Policy Group decided that the SDEIS should examine both a revised Milwaukie Light Rail Alternative and an I-205 Light Rail Alternative.

An extensive and pro-active public involvement program has been conducted throughout the larger South/North Transit Corridor Study and the preparation the South Corridor SDEIS. The public involvement program has been designed and implemented to meet the FTA's and FHWA's goals of providing complete information, timely public notice, full public access to key decisions, and early and continuing involvement of the public (23 CRG Part 450.3161; October 1993). Chapter 6 of the SDEIS, Community Participation, Agency Coordination and Required Permits, contains a more detailed description of the public involvement activities.

The South Corridor SDEIS and the SDEIS Executive Summary has been circulated to Federal, state, regional and local agencies and officials, and has been made available to interested people and groups. During the public comment period the public, agencies and jurisdictions had the opportunity to provide comments on the SDEIS and/or the proposed alternatives in writing, via facsimile, via e-mail, on the transportation telephone hotline and/or at the public hearing(s). After the public comment period closed, the South Corridor Policy Committee, the Local Advisory Groups and the Local Jurisdictions reviewed the comments that were compiled in the *South Corridor Project Public Comment Report* and developed recommendations on project elements to be included in the LPA. The recommendations have been forwarded to the Joint Policy Advisory Committee on Transportation (JPACT) and to the Metro Council. During the subsequent PE phase an FEIS will be prepared, focusing on the LPA, its impacts and measures to mitigate any significant adverse impacts.

The recommended LPA includes a two phased approach, including:

- Phase 1 will be the I-205 Light Rail Project including light rail on the Portland Mall, as well as the following transit improvements in Milwaukie; 1) construction of a Southgate park-and-ride lot scheduled to begin construction in Fall 2003, and 2) relocation of the existing on-street Milwaukie transit center to the Southgate area pending resolution of design and environmental issues, and 3) between Milwaukie and Oregon City, implement select BRT and park-and-ride improvements pending evaluation in TriMet's *Transit Investment Plan* process.
- Phase 2 will be the Milwaukie Light Rail Project, which will be advanced following completion of the I-205 FEIS, adoption of a finance plan for the project and the resolution of issues related to the Willamette River crossing.

ANALYSIS/INFORMATION

1. Known Opposition

Over 300 public comments were received during the SDEIS public comment period between December 20, 2002 and February 7, 2003. These comments are compiled in the South Corridor Project Public Comment Report (Metro, February 2003). The comment report was made available to the public, the South Corridor Project Steering Committee, the local jurisdictions within the South Corridor and to the Metro Council.

Generally comments demonstrated a mix of support for I-205 Light Rail, Milwaukie Light Rail or both Light Rail Projects. Few comments were received in support of the Bus Rapid Transit or Busway alternatives. Those who opposed light rail preferred subway, increased Bus Rapid Transit or Highway solutions. Some concerns were raised about noise and vibration, safety and security, and traffic related impacts by the Lents community. Opposition to a bus transfer facility at the Waldorf School was received. There was some opposition to use of the Hawthorne Bridge for light rail, and support for a new Caruthers bridge instead. Many business owners and residents along McLoughlin Boulevard between Milwaukie and Oregon City opposed Bus Rapid Transit improvements in their area.

2. Legal Antecedents

There are a wide variety of Federal, State, Regional and Local regulations that apply to this project. The South Corridor Project Supplemental Draft Environmental Impact Statement (Metro, December 2002) addresses many of these regulations. The local jurisdictions will address their local land use regulations through the land use permitting process that will occur during the Final Design and Construction phases of the project. An amendment to the South/North Corridor Project Land Use Final Order (LUFO) will be brought to the Metro Council for consideration during the Preliminary Engineering/Final Environmental Impact Statement phase of the project.

Previous related Metro Council Resolutions include:

- In July 1998 the Metro Council adopted Resolution No. 98-2764 for the purpose of adopting the Locally Preferred Strategy for the South/North Light Rail Project.
- In July 1998 the Metro Council adopted Resolution No. 98-2673 for the purpose of adopting the Land Use Final Order establishing the light rail route, station, lots and maintenance facilities and the related highway improvements, including their locations, for the South/North Light Rail Project.
- In June 1999 the Metro Council adopted Resolution No. 99-2806A for the purpose of amending the Locally Preferred Strategy for the South/North Light Rail Project to define the Interstate MAX Project as the first construction segment and to amend the FY 2000 Unified Work Program.
- In June 1999 the Metro Council adopted Resolution No 99-2795A for the purpose of amending the FY '00 Unified Work Program to add the South Corridor Transportation Alternatives Study and amending the Transportation Improvement Program (TIP) to authorize FY '99 Surface Transportation (STF) Funds.
- In October 1999 the Metro Council adopted Resolution No. 99-2853A for the purpose of adopting a Land Use Final Order amending the light rail route, light rail stations and park-and-ride lots, including their locations, for that portion of the South/North Project extending from the Steel Bridge to the Exposition Center.

3. Anticipated Effects

After Metro's adoption of the amendment to the Locally Preferred Strategy, TriMet will take over as the local lead agency for the project. TriMet will work with Metro, the Federal Transit Administration, the Federal Highway Administration and the local jurisdictions to complete Preliminary Engineering and the Final Environmental Impact Statement, complete the details of the finance plan, complete Final Design and initiate construction of the project. Metro staff will prepare an amendment to the SDEIS for light rail

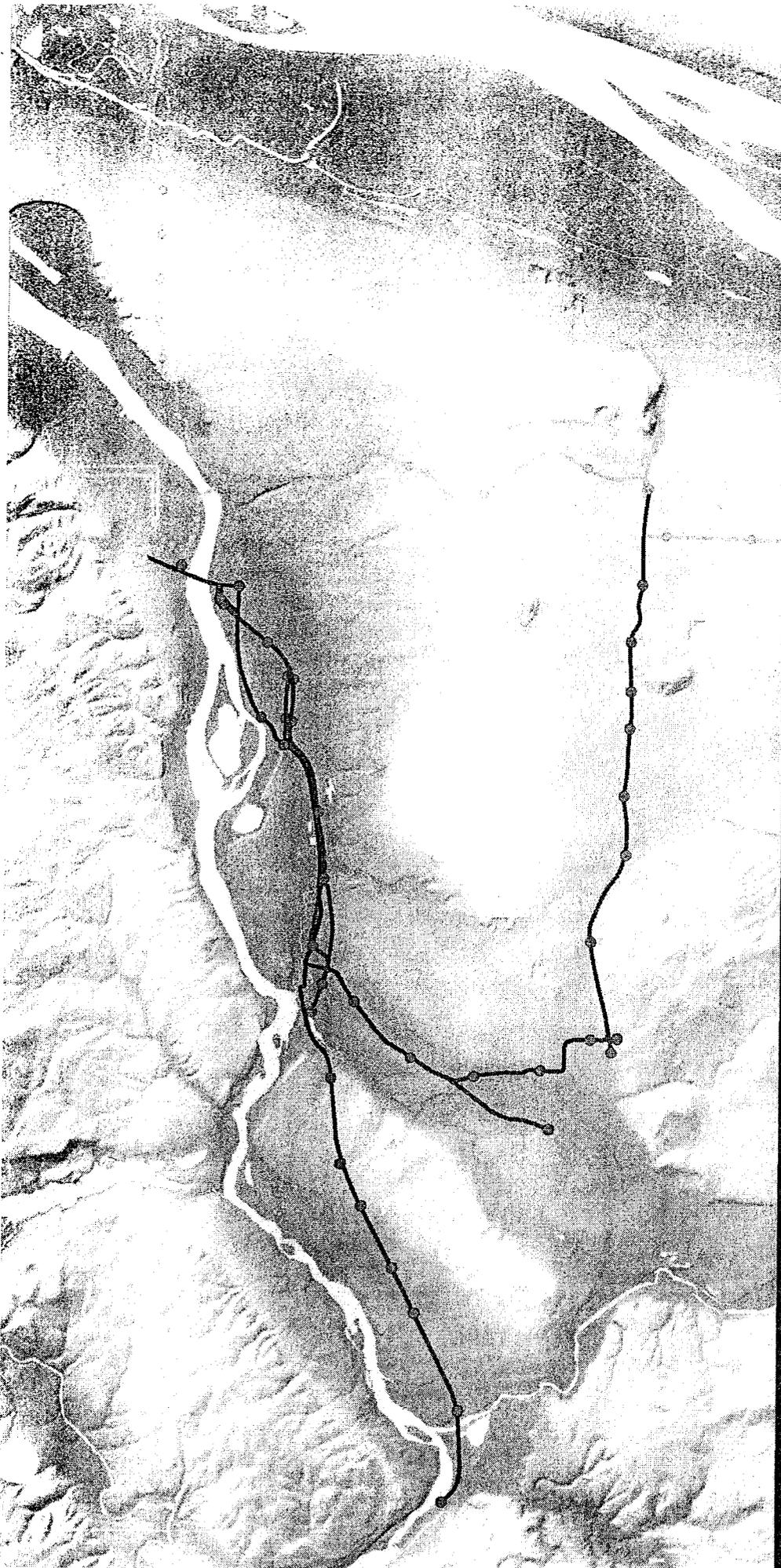
improvements related to the Mall Alignment 5th and 6th Avenues in downtown Portland. The project could initiate construction as early as 2005.

4. Budget Impacts

Metro Staff will continue to work with TriMet, FTA, FHWA and the local jurisdictions on the project through completion of the Final Environmental Impact Statement. Metro staff costs will continue to be funded through the project budget that has federal and local sources. Capital funding of the project will be through various local and federal sources and will be managed by TriMet.

RECOMMENDED ACTION

The South Corridor Project Policy Committee, the TriMet Board of Directors, the Portland City Council, the Milwaukie City Council, the Oregon City Commission, the Clackamas County Board of Commissioners, the Multnomah County Board of Commissioners have all recommended that the Metro Council adopt the resolution amending the Locally Preferred Alternative for the South Corridor Project.



SOUTH CORRIDOR PROJECT

**Locally Preferred
Alternative Report and
Recommendation**

***(Policy Committee
Adopted Draft)***

February 2003



METRO
PEOPLE PLACES
OPEN SPACES



U.S. Department
of Transportation
Federal Transit Administration
Federal Highway Administration

South Corridor Project

Locally Preferred Alternative Report

*Adopted Recommendation by the
South Corridor Project Policy Committee*

February 13, 2003

Metro

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Transit Administration (FTA). The opinions, findings and conclusions expressed in this report are not necessarily those of the FTA.

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S. SUMMARY

This document presents the implementation strategy and the Locally Preferred Alternative (LPA) recommendation for transit improvements within the South Corridor. This recommendation is based on information documented in the *South Corridor Project Supplemental Draft Environmental Impact Statement* (Metro: December 2002), the *South/North Corridor Project Draft Environmental Impact Statement* (Metro: February 1998), the *South/North Transit Corridor Study Locally Preferred Strategy Final Report* (Metro: July 1998), the *Downtown Light Rail Systems Analysis* (TriMet and Metro: December 2002) and from public input received during the public comment period as documented in the *South Corridor Project Public Comment Report* (Metro, February 2003).

S.1 South Corridor Strategy

A two-phased major transit investment strategy is recommended for the South Corridor. The implementation of the I-205 LRT Alternative is recommended as the initial LPA, to be followed by the implementation of the Milwaukie LRT Alternative. While the South Corridor strategy recommends implementation of both the I-205 and Milwaukie light rail alignments, the two light rail projects would be constructed sequentially because sufficient local and federal dollars to construct both alignments concurrently have not been identified.

Pursuant to this LPA, TriMet will submit an application including all appropriate New Starts documentation to the Federal Transit Administration (FTA) to advance the I-205 project and Portland Mall into Preliminary Engineering (PE) and to initiate the South Corridor I-205 Project Final Environmental Impact Statement (FEIS). Based on consultation with the Federal Transit Administration (FTA), Metro and TriMet will also immediately undertake an amendment to the *South Corridor SDEIS* to update environmental and transportation analyses for the Portland Mall LRT alignment. Because an amendment is required to the SDEIS, the Portland Mall LRT alignment section of the I-205 LRT Project has the status of Preliminary Locally Preferred Alternative (PLPA) until the amended SDEIS is completed and a final LPA decision is made. The Portland Mall alignment will then be included in the South Corridor I-205 Project FEIS.

Following completion of the South Corridor I-205 Project FEIS, adoption of a finance plan for the Milwaukie project and the resolution of issues related to the Willamette River crossing, Metro and TriMet will prepare New Starts rating materials and an application to FTA to advance the Milwaukie project into Preliminary Engineering. This application will include any segment(s) of the Portland Mall not constructed with the I-205 project and also initiate the South Corridor Milwaukie Project Final Environmental Impact Statement. The South Corridor strategy is defined as follows:

A. Gateway to Clackamas Regional Center

I-205 Light Rail Alternative, including:

- East of CTC Transit Center Terminus Option.
- Downtown LRT Alignment (Preliminary LPA recommendation, to be finalized subsequent to amended SDEIS):

Preferred: Advance Portland Mall LRT alignment between the Steel Bridge and Portland State University (PSU) with I-205 LRT Alignment

Fall-back options: (1) Portland Mall LRT alignment between the Steel Bridge and SW Main Street or (2) the existing SW 1st Avenue/Cross Mall alignment as identified in the I-205 SDEIS Alternative.

B. Milwaukie to Portland

Milwaukie Light Rail Alternative, including:

- Lake Road Terminus.
- 17th Avenue Design Option.
- Southgate Crossover Design Option.
- Portland Mall (Preliminary LPA recommendation, pending future amended SDEIS): Complete remaining segment(s) of the Portland Mall light rail alignment if not completed with the I-205 project as part of Phase 1.
- Willamette River Crossing Alignment (Preliminary LPA recommendation, pending future amended SDEIS):

Preliminary Preferred: Caruthers Bridge and SW Lincoln Street to PSU/Mall Alignment.
Fall-back options: (1) Caruthers Bridge with the Harrison Alignment, or (2) Hawthorne Bridge river crossing with (a) a SW Main/Madison connection to a Portland Mall LRT alignment or (b) the existing SDEIS SW 1st Avenue to Steel Bridge alignment.

C. Milwaukie to Oregon City

Implement Limited Bus Rapid Transit (BRT) Improvements and park-and-ride lots incrementally in accordance with priorities in TriMet's *Transit Investment Plan*.

D. Milwaukie to Clackamas Regional Center

No-Build Alternative. Maintain local bus service in this segment.

S.2 Locally Preferred Alternative Status

As stated above, the I-205 LRT Project is recommended to be the initial LPA for the South Corridor, to be followed by the Milwaukie LRT Alternative as the next LPA. Upon consultation with FTA, the Downtown Portland sections of the LPA alignments will have Preliminary LPA status until additional environmental work is completed.

A. I-205 LRT Project

I-205 LRT Alignment. The I-205 LRT Project includes two new LRT alignments, Clackamas Regional Center to Gateway via I-205 and the downtown Portland Mall from the Steel Bridge to Portland State University. Because the I-205 LRT alignment was evaluated through the *South Corridor SDEIS*, the Locally Preferred Alternative (LPA) designation is based on current environmental and transportation analysis. Because the LPA for the I-205 LRT Project's I-205 alignment was based on a current and active federal environmental document, it is recognized by the Federal Transit Administration (FTA) as meeting their guidelines for the definition of an LPA, and no further environmental work is required prior to the *South Corridor I-205 Light Rail Project Final Environmental Impact Statement (FEIS)*.

Portland Mall LRT alignment. The LPA decision on the Portland Mall LRT alignment should be referred to as a Preliminary Locally Preferred Alternative (PLPA). The FTA makes this distinction because the Portland Mall alignment was not included in the *South Corridor SDEIS* alternatives, and the previous federal environmental document that evaluated a Portland Mall light rail alignment (South/North DEIS) is over five years old and in need of updating. Rather than proceeding directly into the FEIS, the Portland Mall alignment will be documented and evaluated in an amendment to the SDEIS. At the completion of the amended SDEIS for the Portland Mall alignment, a final LPA decision will be made.

B. Milwaukie LRT Project

The South Corridor Strategy's next LPA would require a distinction similar to the I-205 Project LPA. Environmental work on the Willamette River crossing and Mall connection alignment sections of the Milwaukie LRT Alternative will need to be updated as well and will be the subject of a future second amendment to the South Corridor SDEIS. The Milwaukie LRT alignment, based on the current South Corridor SDEIS, meets FTA guidelines for an LPA. The Caruthers Bridge and Lincoln Street alignment recommendations should be referred to as a Preliminary LPA recommendation, requiring a second amendment to the South Corridor SDEIS and subsequent final LPA decision.

S.3 Major Transit Investment Strategy Phasing Plan

As detailed in Section 4 of this LPA report, financial considerations require that the two light rail projects be built sequentially. Below is a summary of the two phases, followed by a more detailed description of each phase.

- **Phase 1** will be the I-205 Light Rail Project including light rail on the Portland Mall, as well as the following transit improvements in Milwaukie; 1) construction of a Southgate park-and-ride lot scheduled to begin construction in Fall 2003, and 2) relocation of the existing on-street Milwaukie transit center to the Southgate area pending resolution of design and environmental issues detailed in this report.
- **Phase 2** will be the Milwaukie Light Rail Project, which will be advanced following completion of the I-205 FEIS, adoption of a finance plan for the project and the resolution of issues related to the Willamette River crossing.

S.3.1 Phase 1: Construct I-205 and Portland Mall Light Rail and Implement Transit Improvements in the McLoughlin Corridor

Phase 1 would include construction of I-205 Light Rail Project between the Gateway regional center and Clackamas regional center and construction of the Portland Mall light rail alignment. Concurrent with Phase 1, construct a Southgate park-and-ride lot and relocate the existing on-street Milwaukie transit center to the Southgate area as early as practical pending resolution of environmental and design issues.

A. I-205 LRT Project

Undertake engineering and environmental studies required to seek a federal funding contract for the I-205 LRT Project during 2005. Pursuant to this LPA decision, staff will:

- Update environmental and transportation analyses for the Portland Mall Preliminary LPA alignment with an *Amended South Corridor SDEIS* as required by FTA, to be followed by a final LPA decision,
- Submit an application including all appropriate New Starts documentation to the Federal Transit Administration (FTA) to advance the I-205 Project including the Portland Mall Preliminary LPA into Preliminary Engineering (PE), and
- Initiate the *South Corridor I-205 Project Final Environmental Impact Statement (FEIS)*,
- Identify project elements during Preliminary Engineering that can be eliminated, deferred or value engineered to reduce project costs consistent with the project finance plan. In addition, project staff would work with City of Portland bureaus to identify methods of reducing utility-related costs.
- Undertake activities to finalize the capital and operating finance plan for the project by the time the FEIS is published.

B. Activities to be undertaken concurrently with Phase 1: Milwaukie Transit Center and Park and Ride lot.

- Concurrent with Phase 1, continue to address outstanding issues associated with Milwaukie light rail between downtown Portland and downtown Milwaukie including Willamette River crossing issues.
- Concurrent with Phase 1, construct a Southgate Park-and-Ride lot (construction is scheduled to start in Fall 2003), and subsequently relocate the existing on-street transit center in downtown Milwaukie to the Southgate area, after resolution of design and environmental issues identified in this report.

C. Activities to be undertaken concurrently with Phase 1: Milwaukie to Oregon City Transit Improvements

- Concurrent with Phase 1, implement an incremental approach for select BRT and park-and-ride improvements between Milwaukie and Oregon City with transit service continuing to the Clackamas Community College. TriMet should include improved transit service concepts for SE McLoughlin Boulevard in their *Transit Investment Plan* process.

S.3.2 Phase 2: Construct Milwaukie LRT

Following completion of the South Corridor I-205 Project FEIS, adoption of a finance plan for the Milwaukie project and the resolution of issues related to the Willamette River crossing, Metro, TriMet and partner jurisdictions would:

A. Undertake engineering and environmental studies required to seek a federal funding contract for the Milwaukie LRT Project including a Caruthers Bridge Willamette River crossing or fallback options. Metro, TriMet and partner jurisdictions will initiate the process by:

- Updating environmental and transportation analyses for the Willamette River crossing and connection to the Portland Mall through an Amended South Corridor SDEIS;
- Preparing New Starts rating materials and an application to FTA to advance the Milwaukie project including any segment(s) of the Portland Mall not constructed with the I-205 project into PE; and
- Initiating the *South Corridor Milwaukie Project Final Environmental Impact Statement* and any other environmental review required for the Willamette River crossing.

B. Complete PE, environmental analysis and construction of Portland Mall segments that were not completed as part of the I-205 LRT Project during Phase 1 of the South Corridor strategy.

C. Complete the funding plan for the Milwaukie LRT Project.

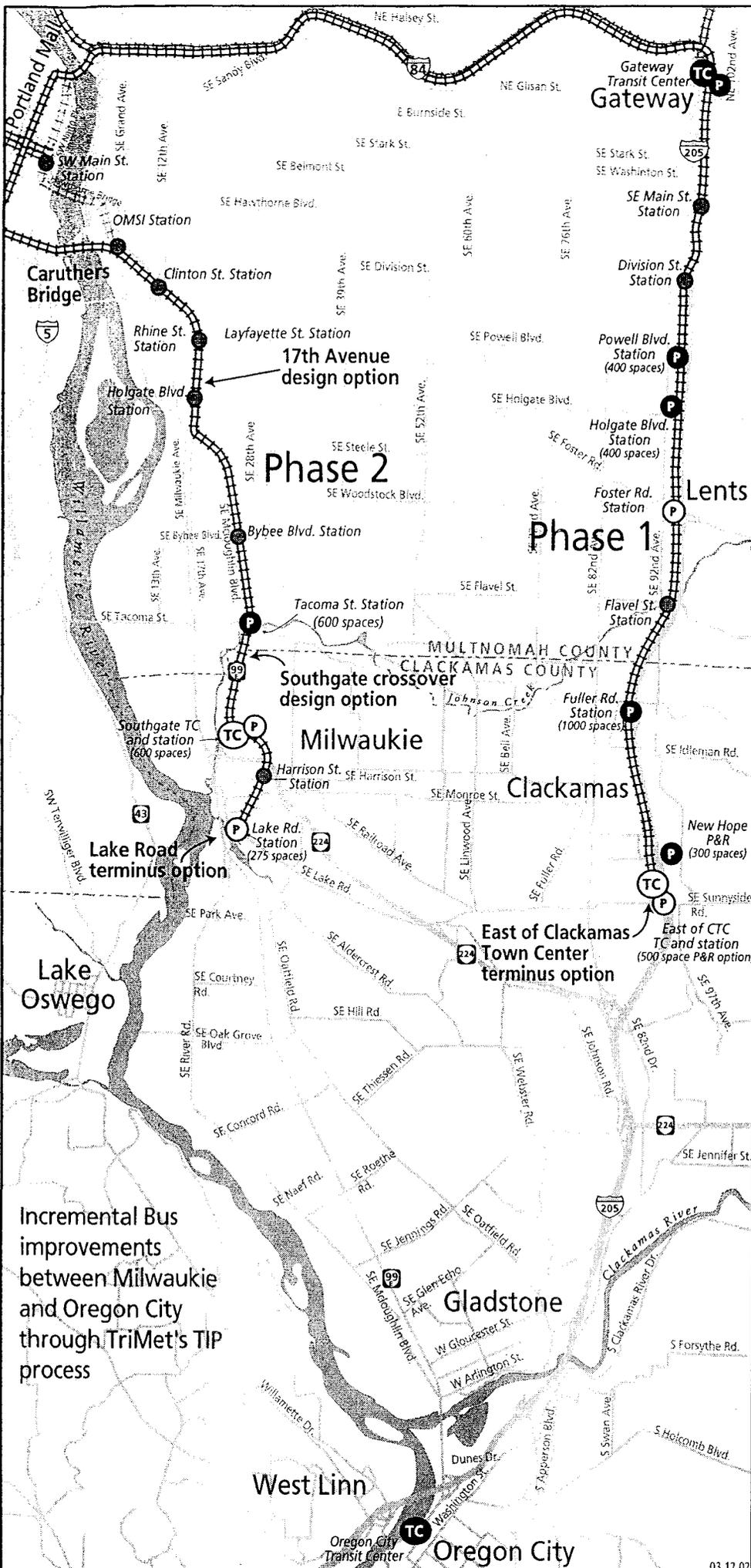
The South Corridor Strategy and phasing plan are further detailed in the body of this report, including the rationale for selecting the strategy and a more specific accounting of issues requiring further analysis.

Locally Preferred Alternative

DRAFT

LEGEND

-  Light Rail and station
-  Bus Rapid Transit and station
-  Existing Light Rail
-  Transit Center Option
-  Park & Ride Option
-  Local bus stop improvements
-  County Line



Incremental Bus improvements between Milwaukie and Oregon City through TriMet's TIP process

1. INTRODUCTION

1.1 Locally Preferred Alternative Report Purpose

The purpose of the Locally Preferred Alternative report is to provide documentation for the South Corridor major transit investment strategy including the choice of a Locally Preferred Alternative (LPA) and design options that will be moved forward by the region into the next phases of project development. The LPA is the basis of subsequent project activities such as development of Preliminary Engineering, the preparation of the South Corridor Project Final Environmental Impact Statement (FEIS), preparation of the project finance plan and amendment of the South/North Project Land Use Final Order (LUFO).

1.2 Project History

The *South Corridor Project Supplemental Draft Environmental Impact Statement (SDEIS)* is a supplement to the original *South/North Corridor Project DEIS*. A brief history is included here, to provide context for the current LPA decision. In July 1998, the Metro Council adopted the Locally Preferred Strategy (LPS) for the South/North Corridor Project that included a light rail line between Clackamas Regional Center, Milwaukie, and Downtown and the Portland Mall via a new Caruthers Bridge. The LPS alignment would then cross the Steel Bridge and travel through North Portland, then over the Columbia River into Vancouver. In November 1998, local voters did not re-approve a 1994 funding measure that would have provided local funding for the project. In early 1999, community and business leaders requested that TriMet and Metro evaluate a new light rail alignment on Interstate Avenue in the north part of the Corridor which is documented in the *North Corridor Interstate MAX Supplemental Draft and Final Environmental Impact Statements*. The South/North LPS was amended to reflect the changes for the Interstate Max Project.

In the southern portion of the corridor, from 1999 to 2000, the South Corridor Transportation Alternatives Study (SCTAS) examined eight alternatives that intentionally did not include light rail in the South Corridor. Based on the findings in the *South Corridor Project Evaluation Report* (Metro: October 2000), the South Corridor Study Policy Committee (a committee of elected and appointed officials from jurisdictions within the corridor) narrowed the list of alternatives to be studied further in the South Corridor Project SDEIS. Most notably, after hearing from citizen groups from southeast Portland, Milwaukie and Clackamas County, the Policy Committee decided that the SDEIS should examine both a reduced cost Milwaukie Light Rail Alternative and an I-205 Light Rail Alternative. At the same time, the South Corridor Policy Committee directed staff to examine other potential river crossing options with the Milwaukie Light Rail Alternative and other downtown Portland alignments for both the Milwaukie and I-205 light rail alternatives. This analysis was documented in the *Downtown Light Rail System Analysis* (TriMet and Metro: December 2002).

1.3 South Corridor SDEIS Distribution and Public Comment

The *South Corridor Project Supplemental Draft Environmental Impact Statement* was distributed on December 13, 2002, and notice of availability was published in the *Federal Register* on December 20, 2002. Early results of this document were also circulated and discussed at three community open houses (December 9, 10, 11, 2002). The 61-day local public comment period ended on February 7, 2003 and included numerous neighborhood meetings and two public hearings. The South Corridor Project Policy Committee has made the initial recommendation for the Locally Preferred Alternative

(LPA) for the South Corridor. This *South Corridor Project Locally Preferred Alternative Report* documents the amendment to the South/North Project LPS. It documents the decision defining the I-205 Project as the Locally Preferred Alternative and the first construction segment, to be followed by the Milwaukie Light Rail Project.

1.4 South Corridor LPA Decision Process

The South Corridor LPA recommendation was made by the South Corridor Project Policy Committee on February 13, 2003. It will be considered by local jurisdictions, ODOT and TriMet, the Joint Policy Advisory Committee on Transportation (JPACT) and by the Metro Council (See Figure 1.4-1). The final LPA decision will be made by the Metro Council after consideration of:

- A) Public comments on the South Corridor SDEIS made during the public hearings and as documented in the *South Corridor Project Public Comment Report* (Metro, February 2003);
- B) Data and analysis included in the *South Corridor Project Supplemental Draft Environmental Impact Statement* (Metro, December 2002) and the *Downtown Light Rail System Analysis* (TriMet and Metro, December 2002);
- C) Consistency with the study purpose and need and the project's adopted goals and objectives, and
- D) Consideration of recommendations from the following committees and jurisdictions, scheduled on the following dates:
 - The Clackamas County Board of Commissioners on March 19, 2003
 - The City of Oregon City Commission March 19, 2003
 - The Multnomah County Board of Commissioners on March 20, 2003
 - The TriMet Board of Directors on March 26, 2003
 - The Milwaukie City Council on April 1, 2003
 - The City of Portland Council on March 19, 2003
 - The Joint Policy Advisory Committee on Transportation on April 10, 2003
 - Metro Council on April 17, 2003

The resolutions adopted by the bodies listed above are contained in Appendices B – J of this report.

South Corridor Project Locally Preferred Alternative Process

SDEIS Public Comment Period

Dec 9

Open Houses
12/9, 12/10, 12/11

Public Hearings
1/29, 2/4

Feb 7

Project Recommendation

Feb 13

Policy Committee
Draft recommendation
2/13

Jursidictional Recommendations

March

Multnomah County 3/20
Clackamas County 3/19
City of Milwaukie 4/1
Oregon City 3/19
City of Portland 3/19
TriMet Board 3/27

Adoption

TPAC

JPACT 4/10

Metro Council ★
4/17

2. ALTERNATIVES CONSIDERED

The purpose of this section is to provide a brief description of the six alternatives that were examined in the *South Corridor Project Supplemental Draft Environmental Impact Statement (SDEIS)* (Metro: December, 2002) and the Willamette River crossing options and downtown Portland light rail alignments studied in the *Downtown Light Rail Systems Analysis* (Metro and TriMet: December, 2002). For a complete description of these alternatives, please see the *South Corridor SDEIS*, Chapter 2 Alternatives Considered and the *Downtown Light Rail Systems Analysis* report.

2.1 South Corridor Project SDEIS Alternatives

Except for the No-Build Alternative, each of the alternatives includes design options, which are relatively small variations in the proposed alignment and/or other characteristic of an alternative (e.g., park-and-ride lots).

A. No-Build Alternative The transit service network, related transit facilities and roadway improvements included in the No-Build Alternative are consistent with the *2000 Regional Transportation Plan (RTP) 2020* financially constrained transit and road network (Metro: adopted August 2000). The transit capital improvements in the No-Build Alternative would be included in all other alternatives.

B. Bus Rapid Transit (BRT) Alternative would provide improved bus operations, reliability and travel time for a modest capital investment. BRT would operate between Downtown Portland, Milwaukie, and Oregon City, as well as between Milwaukie and the Clackamas Regional Center.

C. Busway Alternative provides higher level of reliability and improved travel times through primarily exclusive bus operations in a separate guideway from downtown Portland to Milwaukie and the Clackamas regional center. A BRT connection from Oregon City would enter the busway in Milwaukie.

D. Milwaukie Light Rail Alternative provides a direct high-capacity rail transit connection between downtown Portland and Milwaukie on exclusive right-of-way. BRT would connect from Oregon City and the Clackamas regional center and transfer to light rail at the Milwaukie Transit Center.

E. I-205 Light Rail Alternative provides a direct high-capacity rail transit connection between Downtown Portland and the Gateway and Clackamas regional centers via the existing east-west light rail alignment to Gateway and an extension primarily along existing reserved right-of-way on I-205 from Gateway to the Clackamas regional center. BRT would connect Downtown Portland to Milwaukie and Oregon City.

F. Combined Light Rail Alternative provides direct high-capacity rail transit connections between Downtown Portland and Milwaukie and between Downtown Portland and Clackamas regional center via the Gateway regional center. BRT would connect Milwaukie with Oregon City.

2.2 Downtown Portland River Crossing and Alignment Options

The South Corridor Project Policy Committee directed staff to examine other potential river crossing alignments and downtown rail alignments, and assess the train capacity and system reliability of the current Cross Mall alignment. The results are documented in the *Downtown Light Rail Systems Analysis* report. The alignments analyzed in this study are listed below:

A. River Crossings and Downtown Alignment Combinations with Milwaukie LRT:

- Hawthorne Bridge with 1st Avenue alignment to the Steel Bridge (SDEIS option);
- Hawthorne Bridge with a SW Main/Madison alignment to the Portland Mall alignment and to the Steel Bridge;
- Hawthorne Bridge with a 1st Avenue alignment to the Cross Mall;
- Caruthers Bridge with a Harrison alignment to the Portland Mall;
- Caruthers Bridge with a Lincoln alignment to the Portland Mall with or without grade separation over SW Harbor Way; and
- Ross Island Bridge alignments to the Portland Mall.

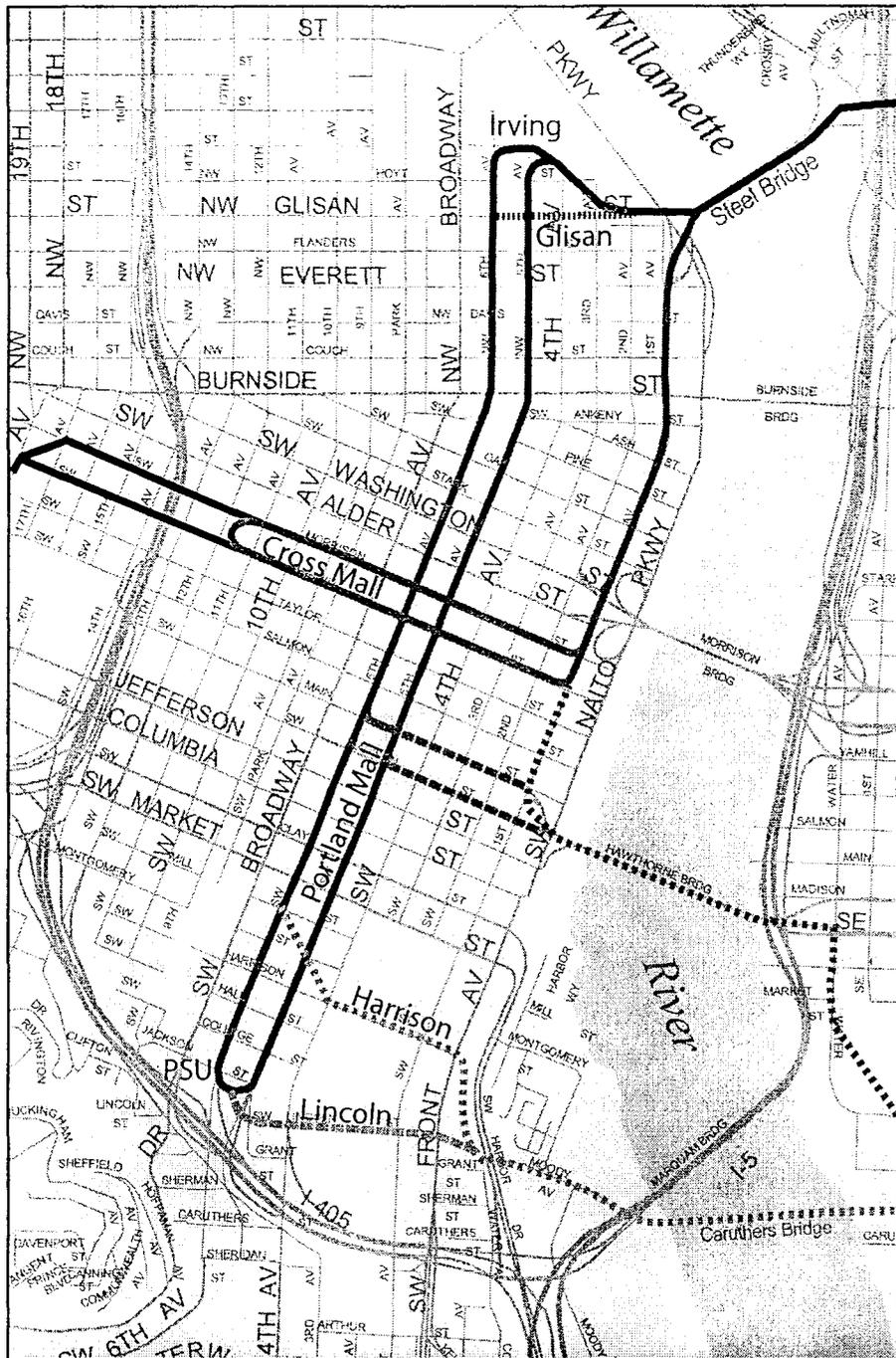
B. Downtown Alignment Combinations with I-205 LRT Alternative:

- I-205 with the Cross Mall alignment;
- I-205 with a Portland Mall alignment to Main Street; and
- I-205 LRT Alternative with Portland Mall alignment to PSU.

2.3 Downtown Portland Light Rail Operations and Capacity Analysis

The Policy Committee directed staff to evaluate the long-term capacity and operating reliability of the existing Cross Mall LRT alignment (SW 1st Avenue, SW Morrison and SW Yamhill streets) and to develop measures to improve reliability and increase capacity. The *Downtown Light Rail Systems Analysis* report documents the analysis and found that there is a limit of 30 trains that can operate per hour in each direction on the existing Cross Mall alignment without significant modifications. In the year 2020, the I-205 Light Rail Alternative operating on the Cross Mall in combination with the existing lines and service growth would equal 33 trains per hour.

Operations on the track section between SW 1st and SW 11th Avenues on SW Yamhill and Morrison streets would create the most significant constraint on system capacity. As volumes approached the limit, delays and service quality reductions could be expected. A delayed train could affect other trains that are following and the system would have less ability to recover. To mitigate for this potential impact, five system modifications were examined. Although one of these (signal timing modifications) held promise to increase capacity to allow for the additional trains associated with the I-205 project, service quality on the Cross Mall would still be reduced as the number of trains per hour approaches the theoretical limit of 30 trains per hour. Therefore, an additional alignment in downtown Portland should be considered for the long-term growth of the system.



South Corridor Downtown Light Rail Alignments

 Transit Mall Alignment
 Cross Mall Alignment

 Caruthers Alignments
 Harrison
 Lincoln



 Hawthorne Bridge
 SDEIS Option
 Main and Madison

3. DESCRIPTION OF THE LOCALLY PREFERRED ALTERNATIVE

3.1 Clackamas to Gateway: I-205 Light Rail Alternative

A. Phasing

The I-205 LRT Project would be implemented as Phase I of the South Corridor major transit investment strategy.

B. Rationale for Selection

- **The I-205 Alternative would have the highest transit ridership** of all the Alternatives for this segment, and would carry over 33,000 trips in 2020, the highest of any individual alternative considered in the SDEIS;
- **I-205 LRT Alternative would save transit travel time;** 12 minutes between the Rose Quarter Transit Center and the Clackamas Town Center Transit Center compared to the No-Build Alternative;
- **I-205 LRT would support the 2040 growth concept** by offering high capacity transit connections between the Gateway regional center and the Clackamas regional center while serving the Lents town center as well as connecting directly to the Central City;
- **The I-205 LRT Alternative would provide excellent opportunities for transit oriented development** in support of the Region 2040 Plan in the Gateway regional center, Lents Town Center and at the Clackamas Regional Center;
- **With construction of I-205 in the late 1970s, right-of-way was established for a high capacity transit improvement** for much of the alignment. Because of the existing right-of-way, I-205 LRT could be constructed with minimal residential and business displacements, property acquisition and related costs; and
- **I-205 LRT would provide regional connections** to the airport, Gresham, downtown Portland, the Lloyd District, Beaverton, Hillsboro and other areas served by the regional light rail system.

C. Issues to be Addressed by Staff

- **Foster Road/Lents Town Center design issues.** Based on input from the Federal Highway Administration, the potential 150-space surface park-and-ride lot under I-205 at SE Foster Road was eliminated from the I-205 Alternative. Prior to and during the PE/FEIS phase, staff should continue to work with the Lents neighborhood and the Lents Urban Renewal Advisory Committee to determine a location for the station and park-and-ride that supports the community vision of the Lents Town Center while maintaining good station access and bus connections. Staff should continue to coordinate with the City of Portland, Portland Development Commission (PDC) and the Lents community on potential design refinements in the Lents Town Center. These design refinements could include a relocated station, joint-use parking structures and improved pedestrian facilities.
- **Holgate Boulevard Station.** Staff should continue to consult with the City of Portland and the Lents community to determine if a park-and-ride at Holgate is compatible with the surrounding land uses and is acceptable to neighbors.
- **Flavel Street Station.** Staff should work with the City of Portland Parks Bureau and Bureau of Environmental Services (BES) to resolve issues related to the Johnson Creek floodplain and the

at-grade crossing of the Springwater Trail. Appropriate mitigation or engineering changes including moving or redesigning stations should be considered in balance with project costs.

- **Fuller Road/Johnson Creek Boulevard Design Issues.** The Fuller Road park-and-ride and station may need to be refined to address concerns related to intersection access at Johnson Creek Boulevard. Alternative park-and-ride and station locations should be investigated. Staff should work with Clackamas County and neighborhoods in refining the light rail alignment and park-and-ride lot design in this vicinity prior to and during the PE/FEIS phase. Both the LRT alignment and the park-and-ride facility should be located to minimize the potential impact to future I-205/Johnson Creek Boulevard interchange improvements. TriMet should work with ODOT and Clackamas County to ensure that the light rail design is compatible with a variety of potential interchange configurations and with economic development opportunities in the area under the Clackamas Urban Renewal plans.
- **Continue to Allow for Future Highway Expansion.** Staff should continue to work with ODOT to refine the current I-205 Light Rail alignment design to make minor modifications necessary to address FHWA/ODOT concerns about future expansion of the freeway.
- **LRV and Ruby Junction Expansion Financing.** Staff should develop long-term plan and funding strategy to purchase light rail vehicles and expand Ruby Junction to address the future fleet needs of the I-205 alignment.
- **Noise and vibration.** Staff should undertake further detailed noise and vibration analysis for the I-205 alignment with specific attention to the area between SE Foster Road and SE Johnson Creek Boulevard. This work should be coordinated with ODOT to ensure that construction of the LRT line would not lessen the effectiveness of the ODOT existing or planned noise mitigation.
- **Identify Potential Cost Reductions.** Staff should analyze ways to lower cost of the I-205 Alternative by eliminating or postponing project elements. These items could include park-and-ride lots, park-and-ride capacity and types, stations, cost efficient engineering methods, vehicles or the expansion of the Ruby Junction maintenance and storage facility. These potential cost reductions should be sensitive to community needs and the project's objectives.
- **Address community concerns.** Neighborhood, community and urban renewal groups along the I-205 alignment have raised concerns about noise and vibration impacts, traffic, safety and security, property acquisition, visual screen and landscaping. Staff and community members should seek to find solutions that can be funded with the project budget while meeting community needs and as justified by more detailed environmental analysis during the FEIS process.

3.1.1 Preferred Clackamas Town Center Terminus design option: East of the Clackamas Town Center.

A. Alternatives Considered

Two design options were considered for the terminus of the I-205 LRT alignment:

- North of Clackamas Town Center, along Monterey Avenue, and
- East of the Clackamas Town Center, parallel to and west of the I-205 Freeway.

B. Rationale for Selection

- **Better park-and-ride access.** The East of the Town Center Terminus Option could provide 500 to 1,000 park-and-ride space capacity at the station;

- **Better access to jobs.** This option would result in 1,490 more employees located within a quarter mile of a light rail station;
- **This option would create a more direct future alignment** if light rail were to be extended to the east or south from the Clackamas Town Center;
- **East option favored by Clackamas Town Center.** As owner of the site of either transit center, the Clackamas Town Center management supports this option as it fits well with future mall expansion plans; and
- **This option would affect fewer prime commercial parking spaces** at the Clackamas Town Center while increasing overall accessibility.

C. Issues to be Addressed by Staff

- **Pedestrian connection.** A clear and protected pedestrian connection from the transit center to the mall entrance should be developed;
- **Clarify bus access.** Bus access to the transit center that minimizes bus delay and increases bus reliability from SE Monterey and SE Sunnyside Road should be developed;
- **Transit supportive development.** Clackamas County should re-examine the adopted Clackamas Regional Center Plan and make changes that acknowledge and maximize the benefit of the new transit center location for active transit supportive uses around the station and supports the area's designation as a regional center in the Region 2040 growth concept; and
- **Auto and bus access.** Staff should work with Clackamas County and the Clackamas Town Center management to develop plans for auto and bus access to and from the transit center and park-and-ride site.

3.1.2 Preliminary Preferred Downtown Portland Light Rail Alignment: Portland Mall from Steel Bridge to Portland State University

The LPA decision on the Portland Mall LRT alignment should be referred to as a Preliminary Locally Preferred Alternative (PLPA). The FTA makes this distinction because the Portland Mall alignment was not included in the *South Corridor SDEIS* alternatives, and the previous federal environmental document that evaluated a Portland Mall light rail alignment (South/North DEIS) is over five years old and in need of updating. Rather than proceeding directly into the FEIS, the Portland Mall alignment will be documented and evaluated in an amendment to the SDEIS. At the completion of the amended SDEIS for the Portland Mall alignment, a final LPA decision will be made.

A. Alignments Considered

Two alignments were developed for the I-205 Light Rail Alternative in Downtown Portland. These alignments include service either on the existing Cross Mall or on the Portland Mall. The Cross Mall alignment was examined in the SDEIS while the Portland Mall alignment was selected as the LPA in 1998 after study in the South/North Project DEIS. Issues related to the Portland Mall alignment were also documented in the *Downtown Light Rail Systems Analysis* (TriMet and Metro: December 2002).

With the I-205 Cross Mall alignment, trains would enter downtown Portland over the Steel Bridge and would use the existing tracks on SW First Avenue and SW Morrison streets with trains turning around on SW 11th Avenue and returning on SW Yamhill Street. With the Portland Mall alignment,

trains would enter using the Steel Bridge and would require new tracks on either NW Glisan or NW Irving streets to access 5th and 6th avenues. This alignment would extend to either PSU at SW Jackson Street or SW Main Street depending on the results of the finance plan.

B. Rationale for Preliminary Preference

- **The Portland Mall alignment would ensure improved service quality on both downtown LRT alignments** by providing greater capacity and reliability on second alignment in downtown Portland in addition to the Cross Mall.
- **Light rail on the Portland Mall reinforces 30 years of transportation and land use policy.** Since the adoption of the 1972 Downtown Plan, the Portland City Council has continuously reaffirmed that the Portland Mall is the preferred location for a light rail alignment. Public and private investment decisions have been made in downtown over the last 30 years that support transit access on SW 5th and 6th avenues and auto and truck access along SW 4th and SW Broadway.
- **The Portland Mall alignment would directly serve important Downtown destinations** alignment including Union Station and Portland State University;
- **The Cross Mall Alignment would limit service expansion ability** and would eventually decrease service quality with the addition of trains needed for system growth;
- **The Portland Mall was selected as the South/North Corridor Project LPA in 1998** after significant public and technical analysis;
- **The Portland Mall alignment received considerable public support** during the South Corridor public comment period, especially from the downtown community; and
- **Construction of light rail on the Portland Mall would be concurrent with the Mall Rehabilitation Project**, which is needed to facilitate the City of Portland's desired retail strategy.

C. Caveat

If financial resources are not available for a Portland Mall Alignment with a terminus at Portland State University, then a shorter terminus at SW Main Street should be considered. If there is a greater financial shortfall, then the SDEIS option using SW First Avenue and SW Morrison and Yamhill streets should be considered.

The selection of the Portland Mall Alignment will be dependent upon additional environmental work and public process.

D. Issues to be Addressed by Staff

- **Update environmental analysis.** Staff will update environmental and transportation analyses for the Portland Mall Preliminary LPA alignment by preparing an *Amended South Corridor SDEIS* as required by FTA, to be followed by a final LPA decision,
- **North Entry Study.** There are two routes that could connect the Steel Bridge to the Portland Mall. The Glisan Option would use the off-ramp from the Steel Bridge to NW 5th and 6th avenues with a common station located between NW 2nd and 3rd avenues. The Irving option, which was included in the 1998 LPS, would require a new ramp from the Steel Bridge parallel to the railroad tracks that lead to Union Station. This option would proceed to Union Station and turn on NW Irving Street where the alignment would connect onto the Portland Mall. Staff

should work with the business, residential and non-profit communities to determine the best alignment in the North Entry to downtown Portland that balances cost, travel times and property impacts with the benefit of serving Union Station.

- **Configuration of the Portland Mall.** The Portland Business Alliance and others have called for continuous auto access (an auto through-lane) along SW 5th and 6th avenues as part of a strategy to revitalize the retail environment. This configuration along with the adopted Portland Mall configuration of light rail and buses sharing the center lane will be examined. Staff should continue to work with the City of Portland, downtown businesses, residents and transit riders to determine the best configuration of the Portland Mall considering the needs of retail establishments, pedestrians, auto circulation and transit (bus and light rail).
- **Terminus in Downtown Portland.** There are two potential termini options in downtown Portland with the I-205 LRT Alternative with the Portland Mall Design Option. One option is to extend to Portland State University at SW Jackson Street and the other option is to turn trains around at SW Main Street. Providing service to PSU and its 25,000 students would allow direct light rail access to one of the region's largest attractor of transit trips and would allow TriMet the flexibility to store trains in downtown Portland for special events and to service heavy loadings during peak periods. The Main Street terminus would save approximately \$51 million (2006\$) and should be considered if the financial plan does not identify adequate funding for the alignment to PSU.

3.2 Portland to Milwaukie: Milwaukie Light Rail

A. Phasing

Milwaukie LRT Project will be implemented in Phase 2 of the South Corridor major transit investment strategy. As a part of Phase 1, the construction of a Southgate park-and-ride lot (to begin in Fall 2003) and the relocation of the existing on-street Milwaukie transit center to the Southgate area will begin as early as practical pending resolution of environmental and design issues.

B. Rationale for Selection

- **In 2020, Milwaukie LRT would have the highest number of transit trips in this segment** of any alternative, adding over 20,000 light rail trips in addition to I-205 light rail for a combined total of over 53,000 daily light rail trips in the South Corridor;
- **The Milwaukie LRT Alternative would provide the fastest travel time** of any of the Alternatives between Milwaukie and downtown Portland;
- **LRT station areas would provide excellent opportunities for transit oriented development** in southeast Portland and in downtown Milwaukie;
- **Milwaukie LRT would provide better neighborhood transit service** than the BRT or Busway Alternatives, by providing accessible, high-capacity transit service to Southeast Portland neighborhoods, Milwaukie and downtown Portland;
- **The Milwaukie LRT Alternative has generated significant community support** in Milwaukie, southeast Portland and downtown Portland. For example, the Milwaukie Neighborhood Leaders have actively engaged their community and City Council over a period of two years in a grass-roots effort to identify light rail alignments that fit with community goals;
- **The Milwaukie LRT Alternative would have fewer environmental and displacement impacts** than the Busway Alternative; and

- **Milwaukie LRT would be compatible with and would augment the regional light rail transit system** offering direct service to downtown Portland, the Rose Quarter and north Portland as well as easy transfers to the Blue and Red Lines between Hillsboro, downtown Gresham and the Portland Airport.

C. Issues to be Addressed by Staff

- **Update Environmental Analysis.** Environmental work on the Willamette River crossing and Mall connection alignment sections of the Milwaukie LRT Alternative will need to be updated and will be the subject of a future second amendment to the South Corridor SDEIS. The Milwaukie LRT alignment, based on the current South Corridor SDEIS, meets FTA guidelines for an LPA. The Caruthers Bridge and Lincoln Street alignment recommendations should be referred to as a Preliminary LPA recommendation, requiring a second amendment to the South Corridor SDEIS and subsequent final LPA decision.
- **Water Quality and Hydrology.** Develop detailed designs for storage and treatment of stormwater along the alignment and from the stations and park-and-ride facilities;
- **Park and Ride Access.** Staff will continue to develop and evaluate options for increasing park and ride opportunities along the Milwaukie LRT alignment to better accommodate demand and minimize neighborhood parking impacts;
- **Displacements.** Continue to work with potentially impacted property owners to help them to understand the process of property acquisition;
- **Traffic Issues.** Explore modifications to SE Water Avenue (in the vicinity of SE Clay Street and OMSI) to ensure that autos queuing from the freight and passenger railroad (UP) tracks east of SE Water Avenue would not block the light rail tracks. Work with City of Portland traffic engineers to ensure that the proposed light rail crossing of SE 11th and 12th Avenues allows for adequate traffic operations; and
- **Truck issues.** Work with Milwaukie North Industrial area business owners and jurisdiction staff to ensure that truck access, movements and loading needs for adjacent businesses are addressed.

3.2.1 Preferred Brooklyn Design Option: 17th Avenue

A. Alternatives Considered

Two design options were evaluated in this segment:

- **West of Union Pacific Railroad (UPRR)**, with the alignment located adjacent to the UPRR parallel to the Brooklyn Yards, and;
- **17th Avenue**, with the alignment along the western edge of 17th Avenue through the Brooklyn Neighborhood.

B. Rationale for Selection

- **17th Avenue stations would be closer to the Brooklyn Neighborhood** and provide better station environments and pedestrian access than with the West of Brooklyn Yard Design Option;
- **The 17th Avenue Design Option would serve more transit supportive land uses** located along SE 17th Avenue compared to the West of Brooklyn Yard Design Option;
- **The 17th Avenue Option would avoid displacements to large employers;**
- **The 17th Avenue Option would avoid railroad property** which would otherwise be an impediment to timely and cost-effective implementation; and

- **The 17th Avenue Option is strongly supported by the Brooklyn neighborhood.**

C. Issues to be Addressed by Staff

- **Displacements and property impacts.** Work diligently to minimize potential displacements and property impacts with this design option.
- **Truck movements.** Continue to work with businesses and property owners to refine designs to allow for truck turning movements necessary to serve adjacent businesses.
- **Center Street Bus Operations Facility.** Work to identify solutions to parking loss and impacts to bus storage and operations at the TriMet's Center Street facility.

3.2.2 Preferred Milwaukie Design Option: Southgate Crossover

A. Alternatives Considered

Two design options were considered for Milwaukie:

- **Tillamook Branch Design Option**, which would locate light rail adjacent to the Tillamook Branch railroad from the Tacoma Station to a transit center and LRT station located at the Waldorf School. This option would have no Southgate park-and-ride, transit center or LRT station.
- **Southgate Crossover Design Option**, which would follow McLoughlin Blvd south from the Tacoma LRT Station to a 600-space Southgate Park and Ride, Transit Center and LRT station. The alignment would then cross to the east to join with the Tillamook Branch alignment.

B. Rationale for Selection

- **Impacts to the Waldorf School site and a limited capacity for transit operations are drawbacks of Tillamook Branch Design Option.** The Milwaukie Transit Center would be located at the Southgate site with the Southgate Crossover Design Option. The Southgate Transit Center site is a preferred location over the Waldorf School Transit Center site with the Tillamook Branch Line Design Option.
- **The Southgate Crossover alignment would result in more transit ridership** due to an additional station and park-and-ride and a more convenient transit center location that could better accommodate increases in transit service than the other options.
- **The Southgate Crossover would provide better access to jobs and residents**, providing access to 1,500 more jobs and 50 more residents within a quarter-mile of a light rail station than the Tillamook Branch design option.
- **The Southgate Crossover would allow for additional park-and-ride capacity** (600-space structured lot at Southgate) compared to the Tillamook Branch design option.

C. Issues to be Addressed by Staff

- **Relocate the on-street Milwaukie Transit Center** to the Southgate site as early as practical during Phase 1. In order for the this project to proceed in phase 1, the following issues need to be resolved:
 - *Environmental Review:* additional environmental review as may be required by the FTA. TriMet has received environmental clearance for a park-and-ride lot at this location and will proceed initially with this project.

- *Bus Routing and Transit Operations*: Review with involved communities and constituents required bus rerouting and identify changes in bus operations necessary to cost-effectively implement the new transit center site.
- *Capital Funding*: Identify the capital funding sources to fund the transit center component.
- **Traffic and Freight Mobility**. Work to address traffic and truck access issues along the Southgate Crossover, especially on SE Main Street, SE Milport Street and SE Mailwell Drive and the SE Milport intersection with SE McLoughlin Boulevard.
- **Waldorf School**. Work with the Waldorf School to ensure safety at the station and for the alignment in the vicinity of the school.
- **Displacements and property impacts**. Work to minimize displacements and property impacts with this design option.

3.2.3 Preferred Milwaukie Terminus Design Option: Lake Road Terminus

A. Alternatives Considered

Two termini locations were evaluated for the Milwaukie LRT Alternative:

- **Waldorf School Terminus** (formerly known as Milwaukie Middle School Terminus), with a station and transit center on the Tillamook Branch railroad alignment located south of Harrison Street and east of the school, and;
- **Lake Road Terminus**, with a station and park and ride structure further south along the Tillamook Branch railroad alignment at the intersection with Lake Road.

B. Rationale for Selection

- **The Lake Road Terminus Option provides an additional station in downtown Milwaukie** serving the southern portion of the downtown with access to Milwaukie High School.
- **The Lake Road Terminus Option provides an additional 275 structured park-and-ride spaces** that would capture auto trips prior to going through downtown Milwaukie.
- **The Lake Road Terminus Option would provide better access to jobs and residents**, resulting in 1,710 more residents and 1,410 employees located within a quarter mile of a light rail station than the Waldorf School Terminus option.

C. Issues to be Addressed by Staff

- **Interim terminus option**. Consider a shorter interim terminus at the Waldorf School if financial plans are not adequate to fund the extension of light rail to the Lake Road terminus. A bus transit center would not be located at the Waldorf School with this interim terminus option.
- **Bus access**. Refine bus service and access to the SE Lake Road light rail station during the PE/FEIS phase of the project.
- **Displacements**. Work with property and business owners at the site of the park-and-ride garage to help them understand the acquisition process.
- **Access to Lake Road Park-and-Ride Lot**. Consider an alternative garage access point for the Lake Road Station Park-and-Ride lot.

3.2.4 Preliminary Preferred Willamette River Crossing: Caruthers Bridge

A. Alternatives Considered

The South Corridor Policy Committee directed that a low cost Milwaukie Light Rail Alternative be studied in the SDEIS and that other potential river crossing alignments for the Milwaukie Alternative be studied in a parallel study, the *Downtown Light Rail Systems Analysis* (TriMet and Metro, December 2002).

Three Willamette River Crossing locations were examined during these processes: the existing Hawthorne Bridge, a new Caruthers Bridge and a new Ross Island Bridge.

The Hawthorne Bridge alignment would require inbound trains to use the SW Water Avenue ramp on the east side and cross from the inside lanes to the outside lanes of the Hawthorne Bridge where trains would operate in mixed traffic across the bridge. On the west side of the bridge, inbound trains would cross back to the center lanes and would turn onto SW First Avenue and continue north connecting to the Interstate Max line. New traffic signals on both ends of the Hawthorne Bridge would impact traffic. The frequent lifts of the Hawthorne Bridge would cause transit reliability issues. Downtown Portland businesses do not support this alignment because riders would be required to transfer or walk to get to the Portland Mall and many downtown Portland destinations.

Additional alignments with the Hawthorne Bridge crossing were also examined. These alignments include the Hawthorne Bridge with a Main and Madison connection to the Portland Mall and the Hawthorne Bridge with a connection via First Avenue to the Cross Mall.

The Caruthers Bridge alignment would be located directly south of the Marquam Bridge and would connect OMSI to SW River Parkway on the west bank. This alignment was selected as part of the Locally Preferred Alternative in 1998. This bridge would be a fixed span bridge to eliminate reliability issues due to bridge openings and would be constructed to allow for bike and pedestrian connections from the greenways on both banks of the Willamette. Connections from the Caruthers Bridge to the Portland Mall would be via either SW Lincoln or Harrison streets.

A new bridge located north or south of the existing Ross Island Bridge would impact a number of historic resources, would not serve OMSI and the Central Eastside Industrial District and would impact the Corbett-Terwilliger-Lair Hill Neighborhood

B. Rationale for Preferred Preference

- **The Caruthers Bridge alignment would provide better access** to PSU, South Auditorium and South Waterfront areas than the Hawthorne Bridge Alignment
- **The Caruthers Bridge would provide more reliable service.** The frequent openings of the Hawthorne Bridge would affect light rail service reliability where the Caruthers would be a fixed span bridge.
- **Delays to traffic and buses would occur on Hawthorne Bridge.** Light rail trains would have to cross from the outside lanes to the inside on both ends of the bridge.
- **The Hawthorne Bridge would require significant modifications** that could result in closures of the bridge, which would affect auto commuters and Hawthorne area businesses.
- **Traffic on the Hawthorne Bridge could delay light rail and bus service.**
- **The Caruthers Bridge was selected as part of the South/North DEIS Locally Preferred Alternative in 1998** after significant public discussion.

- **Many groups have opposed the Hawthorne Bridge alignment** during the South Corridor public comment period.
- **The Caruthers Bridge has been supported** during the South Corridor public comment period.

C. Caveat

If the financial plan cannot accommodate the Caruthers Bridge Alignment, then the Hawthorne Bridge with a Main/Madison Street Alignment to the Transit Mall should be moved forward. If the financial resources are not available for the Hawthorne Bridge with the Main and Madison alignment, then the alignment studied in the SDEIS on SW First Avenue should be moved forward.

3.2.5 Preferred Alignment Connecting Caruthers Bridge to Portland Mall: Lincoln Alignment

A. Alternatives Considered

The **Harrison Alignment** was selected in 1998 as the South/North LPA alignment due to cost, travel time, ridership and public input. Currently, Portland Streetcar Inc. is in Preliminary Engineering for the extension of streetcar service from PSU to the North Macadam area via SW Harrison Street. The compatibility of operating streetcar and light rail on the same alignment was investigated, as were the differences between construction methods. The conclusions were that operating streetcar and light rail on the same tracks would negatively impact both modes. In addition, since light rail has more restrictive grade requirements and different station clearances than the streetcar, modifications to the tracks and stations would be required, disrupting streetcar service. Finally, if both modes were operating on the same tracks both modes would need to pre-empt traffic signals resulting in significant traffic delays at SW Naito Parkway. Finally, if both modes operate on the same tracks with stations and signals, the ultimate capacity of each is significantly reduced.

The **Lincoln Alignment** for light rail would avoid the issues with the Harrison Alignment. This alignment would cross over the intersection of SW River Parkway and SW River Drive at grade and would cross over SW Harbor Drive and the Harrison Street Extension on new structure. The alignment would cross SW Naito Parkway and SW First Avenue at-grade as the alignment continues up SW Lincoln Street. A station could be located between SW 2nd and 3rd avenues. The alignment would continue to SW 5th and 6th avenues where it would tie into the Portland Mall LRT alignment.

B. Rationale for Selection

- **Combining light rail and streetcar on Harrison could create operational difficulties.** The Portland Streetcar will likely use the Harrison Alignment and analysis has shown that operations could be difficult on a shared alignment. Either modifying Harrison streetcar tracks to accommodate light rail or building the streetcar to light rail standards would be expensive, and could result in a non-optimal shared LRT/Streetcar alignment.
- **The Lincoln Alignment could allow for a better station in the South Auditorium Area.**

C. Caveat

Additional engineering and design work is needed to ensure that the Lincoln Alignment will not effect I-405 exit and entrance ramps. If Lincoln Street proves not to be a viable option, then the Harrison Alignment should remain as a fallback option.

D. Issues to be Addressed by Staff

- **Update Environmental Analysis.** As noted above, the selection of the Caruthers Bridge with the Lincoln Street Alignment would likely require additional environmental work on the Willamette River crossing and will be the subject of a future second amendment to the South Corridor SDEIS.
- **Connection from the Caruthers Bridge to PSU.** Finalize the alignment from the west end of the Caruthers Bridge to PSU. Proceed with additional work needed on the Lincoln Alignment at 1) SW 5th and 6th avenues and 2) at SW River Parkway and SE River Drive where the alignment would ramp to cross SW Harbor Drive. Staff should work with ODOT and FHWA to ensure that access to and from the I-405 is not impeded.
- **Financial plan.** Continue to develop plans for the Caruthers Bridge for inclusion in the project. The Harrison Street alignment should be retained as a fallback option until a financial plan is adopted that accommodates the Caruthers Bridge.

3.3 Milwaukie to Oregon City: Develop Incremental BRT-type Improvements

A. Phasing

Concurrent with Phase 1, implement an incremental approach for select BRT and park-and-ride improvements between Milwaukie and Oregon City with transit service continuing to the Clackamas Community College. TriMet should include improved transit service concepts for SE McLoughlin Boulevard in their *Transit Investment Plan* process.

B. Rationale

It is recommended to proceed with incremental implementation of bus service and BRT-type elements in this segment. TriMet should include improved transit service concepts for McLoughlin Boulevard in their Transit Investment Plan process. This process should evaluate park-and-ride sites, bus stop improvements, pedestrian facilities and other service enhancements for implementation in cooperation with Milwaukie, Clackamas County and Oregon City. Service improvements to the Clackamas Community College southeast of Oregon City should also be considered. When light rail is implemented between Portland and Milwaukie, additional bus service improvements between Milwaukie, Oregon City and Clackamas Community College should be evaluated.

3.4 Milwaukie to Clackamas: No-Build - Maintain Local Bus Service

A. Rationale

With both I-205 and Milwaukie LRT lines implemented in the corridor, local bus service would be maintained or improved in this segment. The trips in this segment traveling through to central Portland would either travel east to access I-205 Light Rail or travel west to access Milwaukie Light Rail. With this service concept, BRT-type treatments, which facilitate transit travel through this segment, would not be needed.

As the I-205 and Milwaukie LRT alignments move toward implementation, TriMet should work with the neighborhoods in this segment (along with the City of Milwaukie and Clackamas County) to explore improvements to the local bus service in this segment. Improvements could include new routes, route modifications and improved service frequency.

4. PROJECT PHASING

While the previous sections of this report document the merits of implementing the I-205 LRT and Milwaukie LRT extensions along with the Portland Mall, this section addresses the need to phase implementation of the alignments and defines the proper sequencing for doing so.

4.1 Funding Considerations

4.1.1 Funding Context

The need for sequencing the two LRT extensions is addressed by assessing the viability of implementing the Combined LRT Alternative, which presumes that the I-205 LRT and Milwaukie LRT extensions would be concurrently implemented. As reported in the SDEIS, the “Fixed Guideway Opening Day” capital cost in year of expenditure dollars (YOES) for the Combined LRT Alternative would be approximately \$800 million. The inclusion of the Caruthers Bridge/Mall LRT alignment in downtown Portland (per the LPA) would increase the capital cost of the Combined LRT Alternative by an additional \$249. In addition, the annual LRT operating cost of the Combined LRT alternative is estimated to be \$13.3 million (2002\$) in the year 2020.

4.1.2 FTA Statutory Requirements

FTA administers a discretionary federal funding program for LRT projects (alternatively called Section 5309 funds or New Start funds). FTA only permits light rail extensions to proceed to Final Design and to receive a Full Funding Grant Agreement if they are determined to be consistent with FTA’s financial capacity policy. Section 5309(e)(1)(C) of the federal transit code requires that a grantee receiving a New Start funding grant must demonstrate that the project is “supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing resources to construct, maintain and operate the system or extension.”

Pursuant to FTA policy promulgated in response to the above statute, each South Corridor Project must meet two financial criteria to be eligible for a New Start funding grant:

- **Financial Condition.** Satisfactory financial condition means that the grantee (i.e. TriMet) can pay its current operations, capital and vehicle/facility replacement program costs from existing revenues.
- **Financial Capability.** Satisfactory financial capability means the grantee’s ability to meet its expansion costs in addition to its existing operations from project revenues.

4.1.3 Implications of Concurrent Construction of Milwaukie and I-205 LRT Projects

The Combined LRT Alternative could not comply with the above criteria and, therefore, cannot be eligible for a federal New Start grant because:

- **The Region could not commit an amount of local funding sufficient for the Combined LRT Alternative within the schedule required to secure a federal funding contract by March 2005.** An LRT project must have completed at least 60 percent of its Final Design in order to be eligible for a federal funding contract. For a project the size of the Combined LRT Alternative, it

could easily take a year from the start of Final Design to achieve the 60 percent threshold. However, FTA will not permit an LRT project to commence Final Design, unless the local funds for building and operating the project are fully committed.

- **By approximately February 2004 the region would have to demonstrate to FTA a fully committed, dependable source of \$419.0 million to \$524.5 million** of non-Section 5309 funds (i.e. local and federal formula funds); depending on whether a 60% or 50% “New Start” share was to be pursued. Based on financial capacity analyses, it currently appears that the region may be able to secure commitments for up to \$180 million of local and locally controlled federal formula funds by the time required. This is well under the amount required for the full Combined Alternative.
- **The region could not reasonably expect to secure sufficient federal funds within the 4 to 5 year construction period to ensure judicious financial management.** The federal share of the Combined LRT Alternative would be \$524.5 million to \$629.4 million in Section 5309 New Start funds, depending on whether a 50% or 60% “New Start” share was to be pursued. Assuming it would take five years to receive the federal funds, the Combined LRT Alternative would have to receive, on average, \$104.9 to \$125.9 million per year in Section 5309 New Start funds to secure its entire federal allotment. Based on past experience, it appears reasonable that TriMet could receive about \$80 million per year in federal New Start funding for all of the projects under contract. TriMet could not implement an interim borrowing program to accommodate this degree of deferred federal funding without seriously jeopardizing the remainder of its program.
- **TriMet could not accommodate the increased operating funds required to implement the Combined LRT Alternative in one phase, while continuing to operate and maintain the remainder of the transit system.** Cash flow analyses of TriMet’s operating budget prepared for the SDEIS indicated that the entirety of TriMet’s proposed payroll tax would have to be dedicated to the Combined LRT Alternative for about a decade to meet this requirement if the full Combined Light Rail Alternative were built in one phase without further resources. This would be inconsistent with the Transit Improvement Plan that underlies the proposal for the payroll tax increase.
- **For the reasons stated above, the Region could not demonstrate to FTA the financial capability to construct and operate the Combined LRT Alternative in one phase.** Consequently, it is recommended that a two-phase implementation strategy be undertaken. While some minor overlapping may be possible, these two phases would generally be sequential.

4.2 Phase 1 of the South Corridor Major Transit Investment Strategy: I-205 LRT Project including the Portland Mall and Transit Improvements in the McLoughlin Corridor

With the project savings to be identified during Preliminary Engineering, it is estimated that an I-205 LRT Project that includes a Mall alignment in downtown Portland between the Steel Bridge and Portland State University (PSU) would cost \$450 million (in YOES). Assuming a 60% New Start share, the maximum practical share given current FTA practice, this would require \$180 million in non-New Start funds. This is an amount that the region potentially will be able to commit by early 2004 (of that total, \$35 million is uniquely available for the I-205 LRT Project and \$25 million for the Portland Mall alignment due to the sources of these funds).

The required \$270 million of New Start funds, assuming a 60% share, would be reasonably obtainable over a 4-5 year period in increments of \$80m or less per year, and would not require an excessive interim borrowing program. In addition, with the proposed payroll tax increase, the operating costs of the I-205 LRT Project can be met while implementing the remainder of TriMet's Transit Improvement Program. Consequently, it appears that an I-205 LRT (with Portland Mall) Project could comply with FTA's financial capacity policy.

The greater the length of the Portland Mall Alignment that is constructed as part of the I-205 LRT Project, the easier it will be to implement the Milwaukie LRT Project. The Steel Bridge to PSU mall alignment discussed above represents the longest mall alignment possible with the I-205 LRT Project. However, it requires substantial local match that may not be possible to secure within the project schedule. While all reasonable efforts should be undertaken to secure sufficient funds for the Portland Mall alignment to PSU, a secondary, less expensive, option should be maintained that incorporates a Portland Mall alignment between the Steel Bridge and SW Main Street as part of the I-205 LRT Project. If this secondary option is pursued, the Portland Mall alignment between SW Main Street and PSU may be incorporated in the Milwaukie LRT Project, in the second phase of the project. In addition, if dictated by a larger local funding shortfall, a tertiary, least expensive option should be maintained that defers the entire Portland Mall alignment to the second phase of the project.

Construction of a Southgate park and ride lot in Milwaukie and relocation of the on-street transit center in downtown Milwaukie to the Southgate area is anticipated to use a mix of local and federal funds other than Section 5309 New Starts funds. Pending programming in TriMet's *Transit Investment Plan*, incremental implementation of BRT-style improvements between Milwaukie and Oregon City would be funded with a mix of local and federal funds other than Section 5309 New Starts funds.

4.3 Phase 2 of the South Corridor major transit investment strategy: Milwaukie LRT Project

Without a Mall alignment (as reported in the SDEIS), the Milwaukie LRT Project would cost approximately \$418 million (in YOES), if constructed as the first phase (i.e. between 2004 and 2008). Assuming a 60% New Start share, the amount of local funds (including formula federal funds) required to be committed to the Project by early 2004 would be approximately \$167.2 million. Based on analyses to date, this is almost \$50 million more than is currently available or the maximum that may be obtainable for a Milwaukie LRT (and no mall alignment) Project within the project schedule.

If constructed as the first phase of the project, a Milwaukie LRT Project that uses the Hawthorne Bridge and includes a Portland Mall alignment to the Steel Bridge would cost \$578 million. The costs would rise to \$666 million if it included the desired Caruthers Bridge to Steel Bridge alignment. These mall alignment options add between \$44 million and \$103 million to the local share deficit.

Consequently, a new funding source would be required for the Project. The Metro Transportation Investment Task Force has proposed a funding measure that incorporates GO bond funds for the Milwaukie LRT Project. Given the Oregon constitutional requirement for 50% voter turnout, such an election would only be practical during a general election (i.e. November 2004 or 2006). If

successful, the ability to commit these funds to the project would occur from one to three years after the time such a commitment would be required to start Final Design (early 2004).

With Milwaukie LRT being pursued as a second phase, the capital cost of the Milwaukie LRT Project depends on (i) the added inflationary costs associated with the later construction date and (ii) the extent of the downtown Portland alignment incorporated in the I-205 LRT Project:

- If the I-205 LRT Project incorporates a Portland Mall alignment to PSU, as desired, the Milwaukie LRT Project would cost \$514 million including the desired Caruthers Bridge to PSU alignment.
- If the I-205 LRT Project incorporates a Portland Mall alignment to SW Main Street, the Milwaukie LRT Project would cost \$ 566 million including the desired Caruthers Bridge to SW Main Street alignment, or, if sufficient funds are not available for the Caruthers Bridge alignment, \$478 million for the Hawthorne Bridge to SW Main Street to Portland Mall alignment.
- If the I-205 LRT Project does not incorporate any Portland Mall improvements, the Milwaukie LRT Project would cost \$666 million for the desired Caruthers Bridge to Steel Bridge alignment, or, if sufficient funds are not available for the Caruthers Bridge alignment, \$578 million for the secondary option of Hawthorne Bridge to SW Main/Madison Street to Mall to Steel Bridge alignment, or, if no funds are available for a Mall alignment, \$418 million for the tertiary option of not having any mall alignment (as in the SDEIS).

Depending on the amount of funding incorporated in a General Obligation (G.O.) bond election for the project, each of the above options and sub-options could be feasible. Moreover, reasonable design options exist if a lower amount of local funding is secured.

To maximize the opportunity for the Milwaukie LRT Project, steps should be undertaken in Phase 1 to begin to implement capital and transit service improvements in the Milwaukie corridor. In particular, the park-and-ride at the old Southgate Theater site should be implemented in Phase 1, followed by the relocation of the current on-street transit center to the Southgate area as early as practical pending resolution of environmental and design issues.

4.4 Overall Phasing Recommendation

Given the findings reported above, the following phased implementation plan is proposed for the South Corridor major transit investment strategy:

- **Implement the I-205 LRT Project as the first phase of the South Corridor major transit investment strategy** using existing local funds, including locally controlled federal formula funds, and federal discretionary “New Start” funds.
- **As part of the I-205 LRT Project, incorporate the maximum affordable Portland Mall alignment in downtown Portland.** The desired alignment would run from the Steel Bridge to PSU. If sufficient local funding is not available, implement a Steel Bridge to S.W. Main Street alignment as a secondary option, and no Mall alignment (as set forth in the SDEIS) as the tertiary option.

- **During Phase 1, Implement Transit Improvements in Milwaukie.** In Phase 1, construct a Southgate Park-and-Ride lot (construction is scheduled to start in Fall 2003), and relocate the existing on-street transit center in downtown Milwaukie to the Southgate area, pending resolution of environmental and design issues.
- **Implement the Milwaukie LRT Project as the second phase of the South Corridor major transit investment strategy,** using GO Bond funds (requiring voter approval) and federal discretionary “New Start” funds.
- **The downtown alignment component of the Milwaukie LRT Project depends on the downtown alignment incorporated in the I-205 LRT Project.** However, the downtown component should be based on the following priorities: (a) the Caruthers Bridge, which is most desired, (b) the Hawthorne Bridge to SW Main Street to Mall alignment, as the secondary option, and (b) no Mall alignment (as set forth in the SDEIS) as the tertiary option; depending on the amount of local funds secured for the Project.
- **Continue to address transit issues between Milwaukie and Oregon City.** During Phase 1, subject to evaluation in TriMet’s *Transit Investment Plan*, begin incremental implementation of limited Bus Rapid Transit (BRT) and park-and-ride improvements from Milwaukie to Oregon City.

South Corridor Project Update



JPACT

April 10, 2003

Policy Committee

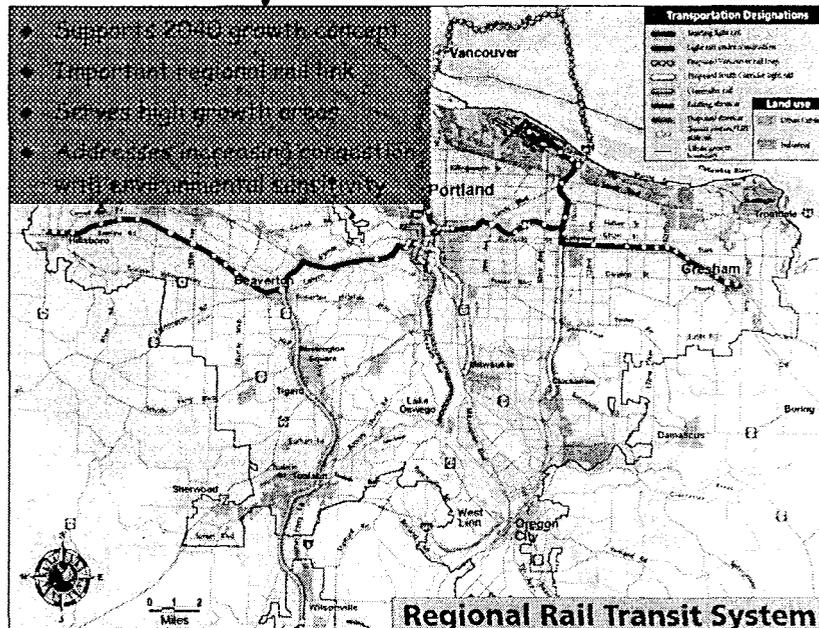
- ◆ Decisions about the project have been guided by the South Corridor Policy Committee:
 - Brian Newman (chair), Metro Councilor
 - Jim Bernard, Mayor of City of Milwaukie
 - Jim Francesconi, Commissioner City of Portland
 - Alice Norris, Mayor of Oregon City
 - Maria Rojo de Steffey, Commissioner Multnomah County
 - Bill Kennemer, Commissioner Clackamas County
 - Kay Van Sickel, Regional Manager ODOT
 - Fred Hansen, General Manager TriMet

South Corridor History

- ◆ South Corridor is an outgrowth of the South/North Project
- ◆ Initial South Corridor alternatives were based on input from "listening post" held after 1998 vote
- ◆ Non-Light Rail Study
- ◆ Light rail added as result of significant community support

3

Why the South Corridor



4

SDEIS Overview

- ◆ Six alternatives studied in the Supplemental Draft Environmental Impact Statement (SDEIS)
 - No-Build
 - Bus Rapid Transit (BRT)
 - Busway
 - Milwaukie Light Rail (LRT)
 - I-205 Light Rail (LRT)
 - Combined Light Rail (Milwaukie and I-205)
- ◆ SDEIS compares impacts, benefits and costs

5

Public Involvement Process

- ◆ Attended hundreds of community meetings over the past 18-months
- ◆ Held workshops, open houses and other events
- ◆ Canvassed areas likely to be impacted
- ◆ Distributed several newsletters to 8,000 households and businesses

6

SDEIS Public Comment period

- ◆ 61-days from Dec. 9 to Feb. 7
- ◆ Held 3 open houses and 2 public hearings
- ◆ Received over 300 comments
 - Supportive of I-205 LRT with Portland Mall Alignment and Milwaukie LRT with Caruthers Bridge
 - No support for Busway and BRT
 - Identified some outstanding concerns

7



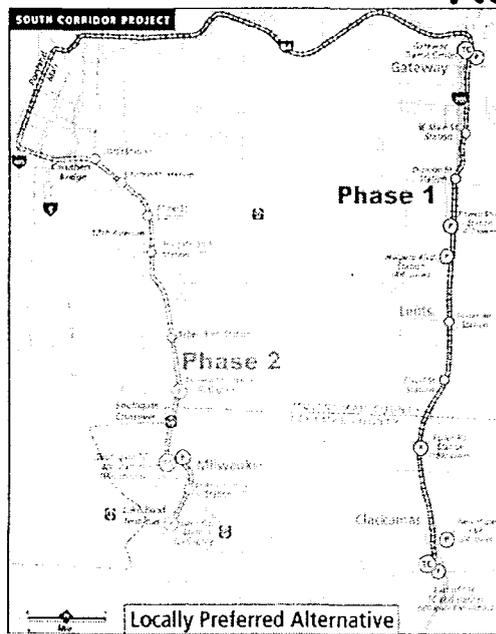
**Recommended Locally
Preferred Alternative**

LPA Recommendation

- ◆ Policy Committee deliberation included:
 - Technical analysis in SDEIS
 - Financing plans
 - Public Comments

9

Recommendation



- ◆ Two-phased project

- First project: I-205 light rail with Portland Mall
- Second project: Milwaukie light rail
- To be constructed sequentially

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Phase 1: I-205 with Portland Mall

- ◆ Highest ridership
- ◆ Lowest light rail cost
- ◆ Few environmental impacts
- ◆ Connects two regional centers and a town center
- ◆ Few impacts to existing neighborhoods while providing good transit service
- ◆ Utilizes right-of-way set aside during freeway construction

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How Many New Transit Trips? (Compared with the No-Build in 2020)

- ◆ Combined LRT would have over 6 million new transit trips per year.
- ◆ I-205 LRT would have nearly 5 million new transit trips.
- ◆ Busway and Milwaukie LRT would have over 2 million new transit trips.

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Construction Jobs Created

	BRT	Busway	Milwaukie LRT	I-205 LRT	Combined
Jobs years created	710	1,480	3,610	3,090	7,280

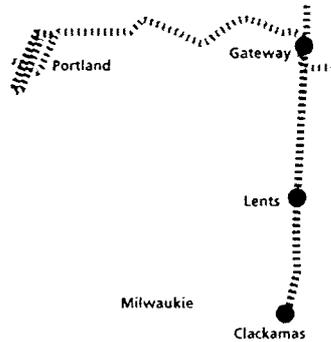
13

Land Use Connection

- ◆ BRT- somewhat supportive of land use. Provides high capacity service, but without reliability and permanence
- ◆ Busway - more supportive with more reliable high quality service
- ◆ LRT - very supportive with proven ability to support land use

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Phase 1: I-205 with Portland Mall

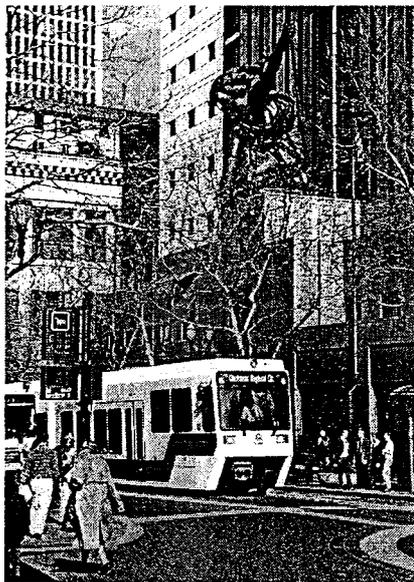


Oregon City

- ◆ I-205 Light Rail with Portland Mall Alignment and PSU Terminus
- ◆ Other options, in case of financial shortfall:
 - Build shorter terminus at SW Main Street
 - Use the existing Cross Mall alignment
- ◆ Relocate Milwaukie on-street transit center to Southgate with park-and-ride

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Phase 1: Portland Mall alignment



- ◆ Result of decades of central city planning
- ◆ Public support
- ◆ Revitalizes Portland Mall
- ◆ Serves PSU
- ◆ Extends rail capacity
- ◆ Increases ridership

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Phase 2: Milwaukie light rail

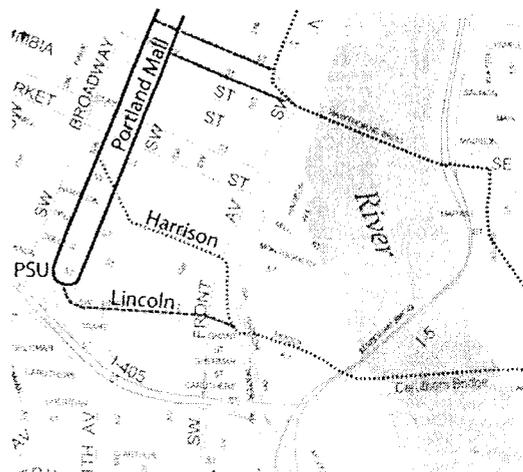


- ◆ Milwaukie light rail with Caruthers Bridge and 17th Avenue Alignment in Brooklyn Neighborhood
- ◆ In case of financial shortfall, use the Hawthorne Bridge
- ◆ Finance plan will be developed
- ◆ Construction expected to begin after I-205 is completed

● Oregon City

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Phase 2: Milwaukie Light Rail



River Crossing

- ◆ Caruthers Bridge
 - Selected LPA (1998)
 - Serves PSU and North Macadam
 - Public support
 - More expensive
- ◆ Hawthorne Bridge
 - * Traffic issues
 - * Reliability issues
 - * Studied in SDEIS

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Next Steps



Adoption of the LPA

- ◆ Consideration by local jurisdictions in March and April
- ◆ Consideration by JPACT on April 10
- ◆ Adoption of the LPA by Metro Council on April 17

Milwaukie light rail Next Steps

- ◆ Complete additional design and environmental work
- ◆ Continue to refine river crossing options
- ◆ Complete financial plan
- ◆ Begin construction after completion of I-205

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Questions and answers



METRO

DRAFT

April 10, 2003

Mr. Steven Corey, Chair
Oregon Transportation Commission
355 Capitol Street, N.E., Room 101
Salem, OR 97301-3871

Dear Mr. Corey:

Metro recently learned of Oregon Department of Transportation's (ODOT) decision to publish the updated Oregon Highway Design Manual (OHDM) without the benefit of review by the Oregon Transportation Commission (OTC). Metro has participated to the limited extent allowed in the update to the OHDM, which has been underway for more than two years, though not to an acceptable degree.

We are concerned that the new urban provisions in Chapter 8 of the OHDM, in particular, have not received adequate peer review by practicing professionals from our region, or from other urban areas of the state. These new provisions will be the basis for advancing a number of projects in the Metro region that are central to leveraging development of the main streets, light rail station communities, town centers, regional centers and Portland's central city, as envisioned in our 2040 Growth Concept.

A number of street improvements in these areas have already been funded through Metro's transportation improvement program, yet they have met opposition by ODOT officials accustomed to measuring designs against a highway standard, and not for land use and community benefits. The new urban chapter of the OHDM could remedy this conflict, but local engineers in the Metro region have raised concerns that the manual will actually make such projects more difficult to design and build, instead of streamlining the process.

Compounding our concerns over the direction of the new OHDM is the link to the Special Transportation Area (STA) designation in the Oregon Highway Plan (OHP). Metro strongly supports the STA designation as a tool for implementing the main streets and centers envisioned in our 2040 plan, but thus far have been unable to find a way to designate STAs in our region. The OHDM only amplifies the need to solve the STA problem, since the new urban designs are explicitly limited to designated STAs in the OHDM.

This situation is complicated by the fact that ODOT has applied OHDM standards to all federally funded projects, regardless of whether a project is located on an ODOT facility. This means that some mechanism for establishing STA status on non-ODOT facilities will also be needed in order for our planned improvements to proceed.

We propose the following actions for moving these programs forward, and developing the necessary consensus for the OHDM to be accepted by local jurisdictions:

1. For the purpose of the Metro region, we propose that the OHP be amended to include an STA map for the areas covered by our 2040 Growth Concept and the "boulevard" street design classification in the 2000 Regional Transportation Plan (RTP). Such an amendment would recognize that the level of planning and public outreach used to develop the 2040 Growth Concept and 2000 RTP far exceeds the amount of effort that could be afforded by designating each STA separately, as currently called for in the OHP. The 2000 RTP was approved by the OTC in December 2000 and acknowledged by the Land Conservation and Development Commission in June 2001 as consistent with statewide planning goals and the OPP. These recommendations stem from regional designations that have already been found to be consistent with state plans. The RTP designations, in turn, were based on early Region 2040 designations that were acknowledged by the state as part of the 2040 Growth Concept.

Based on these existing plans, the Metro region includes 60 STA candidates, with more than a third of these located on state-owned facilities. The rest are on local facilities that may require state design approval where federal funds are used. In each case, local governments have adopted the necessary local planning provisions needed to comply with our 2040 planning requirements, which greatly exceeds those set forth in the STA provisions of the OHP. The enclosed draft maps of the proposed STAs, are derived from the 2000 RTP. Map 1 identifies all of the proposed STAs in the Metro region and Map 2 illustrates proposed STAs located on the National Highway System.

Metro will work with our local partners to refine and finalize the enclosed maps over the next few months for the purpose of a possible OHP amendment. We propose that this action be taken immediately, in order to advance a number of projects that are currently in the preliminary engineering stage.

2. We recommend that ODOT conduct a formal peer review of the OHDM prior to the final publication that is scheduled for this summer. Our understanding is that a metric edition will be published in limited quantities in March, but that a final publication with English dimensions will occur in June or July, and will include some technical editing. This provides an ideal opportunity for ODOT to build the necessary acceptance of the new OHDM urban standards at the local level, and for

Mr. Steven Corey, Chair
Oregon Transportation Commission
April 10, 2003
Page 3

fine-tuning where the current draft does not adequately anticipate urban design needs. Metro would welcome the opportunity partner with ODOT to coordinate such a review in our region. However, we strongly urge that such a review also be undertaken with cities outside the Metro region.

3. Finally, we recommend that your Commission review the final OHDM before it is adopted. While some past editions has been developed and adopted administratively, our belief is that transportation engineering is an increasingly important part of the larger planning process, sets important statewide policy and thus must be conducted in full view of the public.

We have previously shared many of these concerns and comments in a January 10, 2002 letter to Bruce Warner. We now look forward to working with the OTC and ODOT to advance these proposals, and begin to realize the broader vision contained in both state and regional plans.

Sincerely,

Rod Park, Chair
Joint Policy Advisory Committee
on Transportation

David Bragdon
Metro Council President

RP/DB/srb
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Enclosures

cc: Pat Egan, Office of the Governor
Xavier Falconi, President, Oregon Institute of Transportation Engineers
Randy Franke, Chair, Land Conservation and Development Commission
Ken Strobeck, League of Oregon Cities

MAP 2

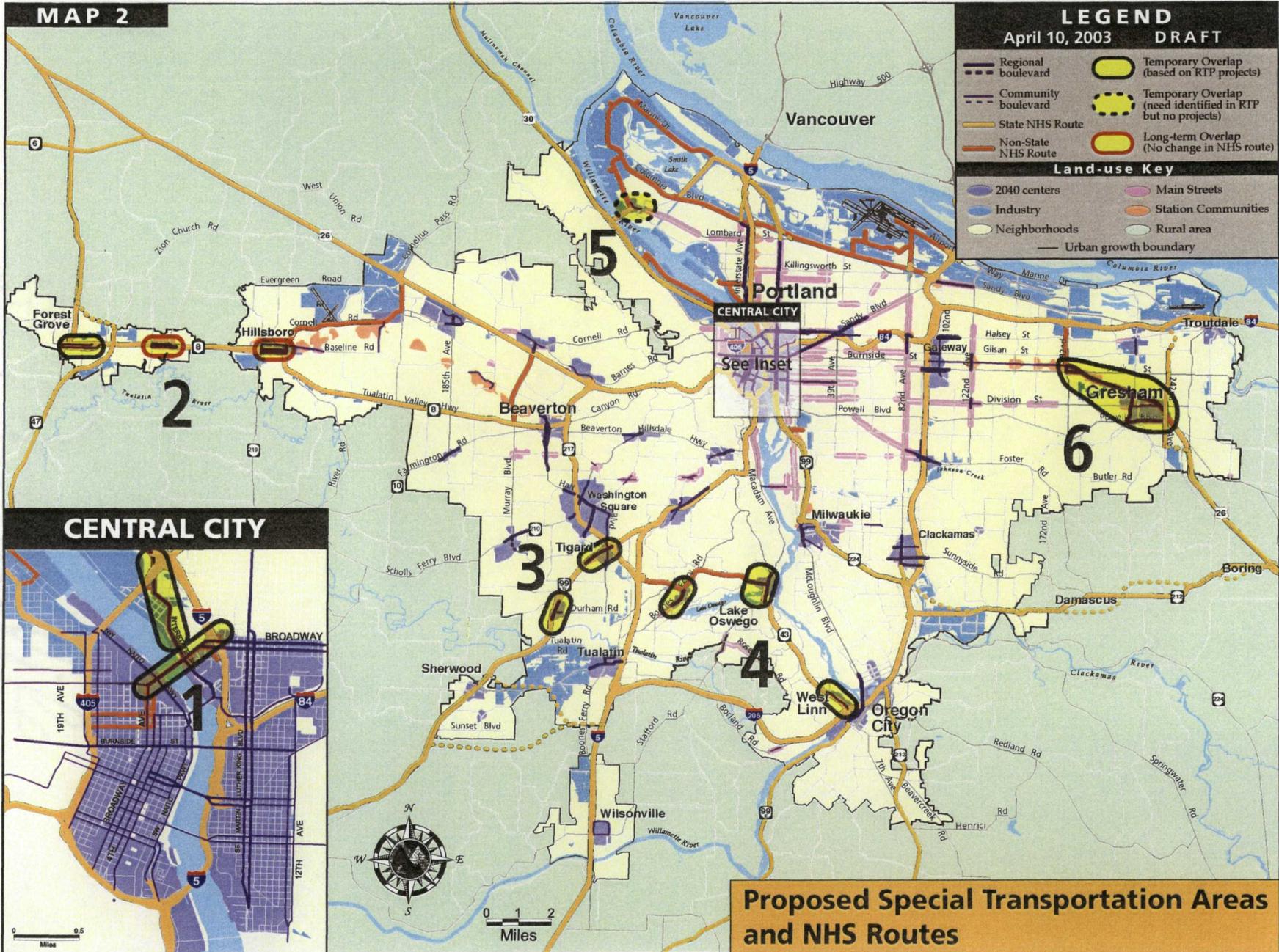
LEGEND

April 10, 2003 DRAFT

- Regional boulevard
- Community boulevard
- State NHS Route
- Non-State NHS Route
- Temporary Overlap (based on RTP projects)
- Temporary Overlap (need identified in RTP but no projects)
- Long-term Overlap (No change in NHS route)

Land-use Key

- 2040 centers
- Industry
- Neighborhoods
- Main Streets
- Station Communities
- Rural area
- Urban growth boundary



CENTRAL CITY



Proposed Special Transportation Areas and NHS Routes

MAP 1

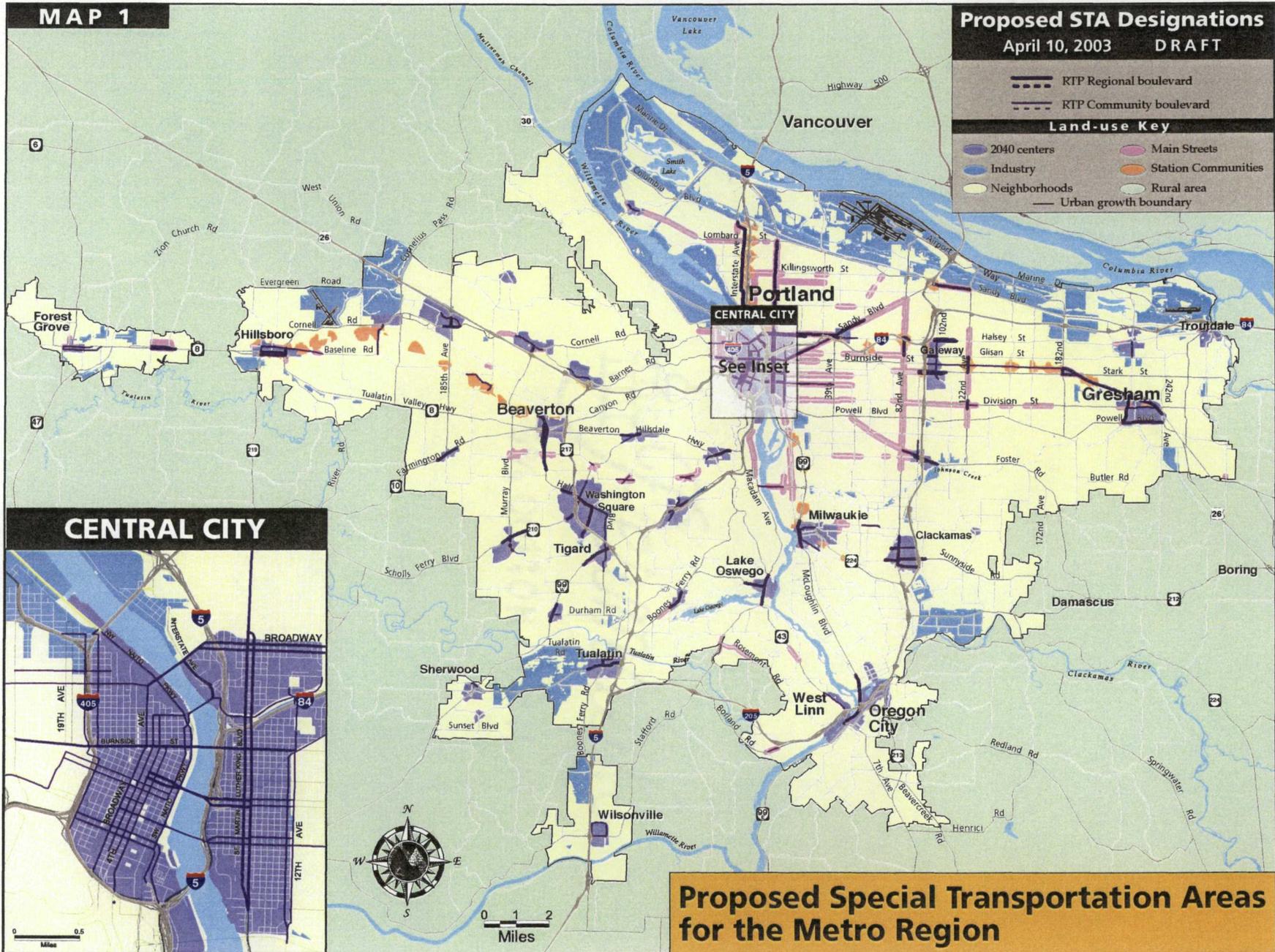
Proposed STA Designations

April 10, 2003 DRAFT

-  RTP Regional boulevard
-  RTP Community boulevard

Land-use Key

-  2040 centers
-  Industry
-  Neighborhoods
-  Rural area
-  Main Streets
-  Station Communities
-  Rural area
-  Urban growth boundary



Proposed Special Transportation Areas for the Metro Region

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: April 10, 2003
TO: JPACT Members and Interested Parties
FROM: Ted Leybold, Principal Transportation Planner
SUBJECT: Transportation Priorities 2004-07 – TPAC Recommended 150% List

* * * * *

Attached are the following updated Priorities 2004-07 Technical Ranking documents:

- TPAC Recommended 150% list of projects recommended for further consideration
- Final technical evaluation scores and summaries of qualitative factors

The TPAC Recommended 150% list represents a balance of several factors considered by TPAC:

1. *Previous funding commitments made by JPACT and the Metro Council.* These include:
 - the existing South/North transit corridor contribution of \$6 million per year; the 2006-07 biennium completes this commitment with contributions to the Interstate Avenue MAX project and continues matching funds for the South Corridor program.
 - an additional \$2 million a year commitment in 2006-07 to the South Corridor, Washington County commuter rail and North Macadam development projects (Metro Resolution #03-3290, which extends the total \$8 million dollar a year commitment beginning in 2006 to the year 2015).
 - funding of \$1.956 million for the Boeckman Road project in Wilsonville as part of an agreement (Metro resolution #02-3151) linked to the Oregon Transportation Investment Act (OTIA) .
2. *Regional policy direction.* Projects, and balance among the project categories, that best met the stated policy direction of the Transportation Priorities 2004-07 program, were included in the TPAC 150% list. The primary program policy goals are to invest in Region 2040 centers, industrial areas and urban growth boundary expansion areas that have completed concept plans. Other policy objectives include funding projects and programs without dedicated sources of revenue, completing gaps in modal systems, and developing a multi-modal transportation system.

3. *Technical rankings and qualitative factors.* Within modal categories an attempt was made to identify clear breaks in technical rankings and include those projects that were grouped in the top of the technical rankings. Consideration was also given to qualitative factors supplied by the applicant that were not reflected in or were beyond the capacity of the technical analysis in considering the merit of a project. No project was nominated for further consideration based on qualitative factors if the project did not score within 10 points of a nominated project within its mode category.
4. *Funding projects throughout the region.* Equity in project application amounts were established by limiting the amount that could be requested from four sub-regions (Clackamas County, East Multnomah County, Portland and Washington County) to two times the MTIP funding available proportionate to their populations. While no analysis was completed on distributing the funding of projects to particular geographic areas, selection of projects included an attempt to fund projects throughout the region, balanced against the other selection factors.

Following are summaries of the technical analysis for the projects by mode category.

Bike/Trail

- The top five technically ranked projects were nominated for further consideration.

Boulevard

- The top eight technically ranked projects were nominated for further consideration.
- Funding for the right-of-way portion of the *Cornell Boulevard* project was not nominated for further consideration since they are for the preservation of right-of-way for the possible future expansion of the road to a 5-travel lane configuration as opposed to providing traditional boulevard design improvements.
- At the request of the applicant, the *Stark Street Boulevard Phase II* project in Gresham (Rockwood town center) was reduced in scope to the portion of the project that is within the regionally designated boulevard area (to approximately SE 191st Avenue). This request also increased their technical score to reflect increased cost efficiency and percent of trips on Stark Street with origins or destinations from the surrounding land uses.
- Whereas the Interstate MAX project is being completed under budget and whereas previous allocations of regional flexible funds were allocated to this project, TPAC requests that the City of Portland and TriMet investigate whether any remaining funds from the Interstate MAX project may be allocated to the Killingsworth Boulevard project, which would provide improvements from the Killingsworth MAX station on Interstate Avenue eastward to MLK Jr. Boulevard.

Bridge

- The *Broadway Bridge Span 7* painting application was not recommended for inclusion in the 150% list. The bridge project has been awarded funding from federal (HBR) and state (OTIA) sources. The additional funds for painting Span 7 would not complete the unfunded portion of the project (painting of spans 2, 3 and 7). Funding this project did not appear to leverage other benefits such as multi-modal improvements or additional new funding.

Green Streets

- All green street demonstration projects were nominated for further consideration. However, the *Cully Boulevard Green Street* demonstration project was perceived to

benefit from further planning and design work with the community prior to committing to construction funds.

- The *Beaver Creek Culvert* projects were nominated for further consideration.

Freight

- Only two freight projects were submitted for MTIP funding. Both were nominated for further consideration.

Planning

- Five of the planning applications were nominated for further consideration.
- The *Livable Communities on Major Streets* application was the lowest priority application from Metro and may be eligible for funding through the state TGM grant process due to its links to land use.
- The *I-5/99W Connector* corridor study could compete with other corridor studies for the Next Priority Corridor study nomination and was a means to achieving geographic balance.

Pedestrian

- The top 6 technically ranked projects were nominated for further consideration.
- In order to maximize the number of worthy projects for consideration, the 5th and 6th ranked projects were reduced in scope. The *Tacoma Street Pedestrian Improvement* project would eliminate two signal upgrades and five curb extensions to meet the new scope. The *St. John's Pedestrian Improvement* project would retain the pedestrian crossing improvements on Ivanhoe Street east of Philadelphia Avenue and redesign of the the Ivanhoe/Philadelphia intersection.

Road Modernization

- The prior commitment to *Boeckman Road* project was nominated for further consideration.
- Five of the top six technically ranked projects were nominated for further consideration. *Cornell Road* (Evergreen Parkway to Bethany Boulevard), was not advanced due to a balance of several considerations, including:
 - geographic balance; five of the six road projects grouped at the top of the technical ranking were located in Washington County
 - policy considerations; of these five road projects, the Cornell Road project was judged least likely to meet the primary program policy objective of leveraging economic development in mixed-use centers based on the application materials related to development of mixed-use centers and meeting local objectives (Attachment C).
- TPAC recommended that JPACT consider adding the Sunnyside Road project; (crm2), to the list for further consideration. While TPAC's process for nominating projects based on technical merit would not have allowed this project to advance, the committee recognized that this project's technical analysis was affected by its phasing into smaller parts and that JPACT had previously funded earlier project phases. Specifically, during the OTIA allocation recommendation of December 21, 2001, the Metro Resolution 02-3151 staff report stated "Approval of this funding would complete the Boeckman Road project. However, it would only complete the funding for the Sunnyside Road project from 122nd to 142nd. It is anticipated that future applications for MTIP funding will be considered for the remaining sections to 152nd and 172nd." Five additional technical points for inclusion of a

Green Street infiltration device were credited to this project by Metro staff after the TPAC meeting. This information was provided prior to TPAC meeting but was not included in the technical score.

- TPAC also requested Metro staff consider revising the technical score of the 10th Avenue; East Main to Baseline project in Hillsboro based on vehicle delay data provided by the City of Hillsboro. Staff is currently working on a proposal to address this concern and will provide a technical update at the JPACT meeting.

Road Reconstruction

- The top three technically ranked projects were nominated for further consideration.

Regional Travel Options

- The *Regional Travel Options* program and the top two technically ranked projects were nominated for further consideration.
- The *I-5 Corridor TDM Plan* was nominated at half of the requested amount reflecting the region's desire for the project applicant, the Oregon Department of Transportation, to provide half of the funding for a plan that would significantly benefit one of their primary facilities.
- The *Clackamas Regional Center Shuttle Program* should be encouraged to reapply for funding through the Regional Travel Options program.

Transit Oriented Development (TOD)

- *The Metro TOD program* and the top two technically ranked projects were nominated for further consideration.

Transit

- The previous commitments to *South Corridor, Washington County Commuter Rail* and *North Macadam* development (Metro Resolution 03-3290) were nominated for further consideration.
- The portion of the *Frequent Bus Corridors* proposal that would fund stop, signal and transit tracker improvements within regional centers and industrial areas, and incorporating the 102nd Avenue Frequent Bus Stops application was recommended for further consideration at \$3.2 million. (Note, actual costs for these improvements are \$3.235 million). This reduces the scope of the application by approximately half, eliminating improvements in or near town centers, main streets and station communities.
- *Local Focus Areas* was recommended for further consideration at \$500,000, roughly half of the application amount for a program with six focus areas.
- The *Gresham Civic Station TOD* project was recommended for further consideration at \$2 million of a \$3.5 million dollar application. This would eliminate some of the project elements at the station development.
- The *North Macadam Transit Access* and *South Metro Amtrak Station* projects are nominated for further consideration as the remaining top technically ranked projects.

Next Steps

The purpose of this step in the MTIP process is to release a more focused set of proposed projects for public review. The public comment period is scheduled to begin on April 10, 2003,

with JPACT and Council approval of a narrowed set of projects for further funding consideration. These recommendations from TPAC represent a project list that is approximately 184% of the remaining uncommitted MTIP funds for 2004-07. While public testimony will be accepted on any project application, the purpose of releasing a 150% list is to focus public dialogue on the projects that appear to have the most merit for MTIP particular funds based on their measurable benefits, as defined in the technical analysis.

Following the close of the public comment period on May 16th, JPACT and the Council will be asked to take further action to narrow the project list to the expected available funds of \$53.75 million dollars during the 2006-07 biennium and to balance any adjustments needed to the previous allocation for the 2004-05 biennium.



METRO

DATE: April 3, 2003
TO: JPACT Members and Interested Parties
FROM: Ted Leybold, Principal Transportation Planner
SUBJECT: Transportation Priorities 2004-07 – TPAC Recommended 150% List

* * * * *

Attached are the following updated Priorities 2004-07 Technical Ranking documents:

- TPAC Recommended 150% list of projects recommended for further consideration
- Final technical evaluation scores and summaries of qualitative factors

The TPAC Recommended 150% list represents a balance of several factors considered by TPAC:

1. *Previous funding commitments made by JPACT and the Metro Council.* These include:
 - the existing South/North transit corridor contribution of \$6 million per year; the 2006-07 biennium completes this commitment with contributions to the Interstate Avenue MAX project and continues matching funds for the South Corridor program.
 - an additional \$2 million a year commitment in 2006-07 to the South Corridor, Washington County commuter rail and North Macadam development projects (Metro Resolution #03-3290, which extends the total \$8 million dollar a year commitment beginning in 2006 to the year 2015).
 - funding of \$1.956 million for the Boeckman Road project in Wilsonville as part of an agreement (Metro resolution #02-3151) linked to the Oregon Transportation Investment Act (OTIA) .
2. *Regional policy direction.* Projects, and balance among the project categories, that best met the stated policy direction of the Transportation Priorities 2004-07 program, were included in the TPAC 150% list. The primary program policy goals are to invest in Region 2040 centers, industrial areas and urban growth boundary expansion areas that have completed concept plans. Other policy objectives include funding projects and programs without dedicated sources of revenue, completing gaps in modal systems, and developing a multi-modal transportation system.

3. *Technical rankings and qualitative factors.* Within modal categories an attempt was made to identify clear breaks in technical rankings and include those projects that were grouped in the top of the technical rankings. Consideration was also given to qualitative factors supplied by the applicant that were not reflected in or were beyond the capacity of the technical analysis in considering the merit of a project. No project was nominated for further consideration based on qualitative factors if the project did not score within 10 points of a nominated project within its mode category.
4. *Funding projects throughout the region.* Equity in project application amounts were established by limiting the amount that could be requested from four sub-regions (Clackamas County, East Multnomah County, Portland and Washington County) to two times the MTIP funding available proportionate to their populations. While no analysis was completed on distributing the funding of projects to particular geographic areas, selection of projects included an attempt to fund projects throughout the region, balanced against the other selection factors.

Following are summaries of the technical analysis for the projects by mode category.

Bike/Trail

- The top five technically ranked projects were nominated for further consideration.

Boulevard

- The top eight technically ranked projects were nominated for further consideration.
- Funding for the right-of-way portion of the *Cornell Boulevard* project was not nominated for further consideration since they are for the preservation of right-of-way for the possible future expansion of the road to a 5-travel lane configuration as opposed to providing traditional boulevard design improvements.
- At the request of the applicant, the *Stark Street Boulevard Phase II* project in Gresham (Rockwood town center) was reduced in scope to the portion of the project that is within the regionally designated boulevard area (to approximately SE 191st Avenue). This request also increased their technical score to reflect increased cost efficiency and percent of trips on Stark Street with origins or destinations from the surrounding land uses.

Bridge

- The *Broadway Bridge Span 7* painting application was not recommended for inclusion in the 150% list. The bridge project has been awarded funding from federal (HBR) and state (OTIA) sources. The additional funds for painting Span 7 would not complete the unfunded portion of the project (painting of spans 2, 3 and 7). Funding this project did not appear to leverage other benefits such as multi-modal improvements or additional new funding.

Green Streets

- All green street demonstration projects were nominated for further consideration. However, the *Cully Boulevard Green Street* demonstration project was perceived to benefit from further planning and design work with the community prior to committing to construction funds.
- The *Beaver Creek Culvert* projects were nominated for further consideration.

Freight

- Only two freight projects were submitted for MTIP funding. Both were nominated for further consideration.

Planning

- Five of the planning applications were nominated for further consideration.
- The *Livable Communities on Major Streets* application was the lowest priority application from Metro and may be eligible for funding through the state TGM grant process due to its links to land use.
- The *I-5/99W Connector* corridor study could compete with other corridor studies for the Next Priority Corridor study nomination and was a means to achieving geographic balance.

Pedestrian

- The top 6 technically ranked projects were nominated for further consideration.
- In order to maximize the number of worthy projects for consideration, the 5th and 6th ranked projects were reduced in scope. The *Tacoma Street Pedestrian Improvement* project would eliminate two signal upgrades and five curb extensions to meet the new scope. The *St. John's Pedestrian Improvement* project would retain the pedestrian crossing improvements on Ivanhoe Street east of Philadelphia Avenue and redesign of the the Ivanhoe/Philadelphia intersection.

Road Modernization

- The prior commitment to *Boeckman Road* project was nominated for further consideration.
- Five of the top six technically ranked projects were nominated for further consideration. *Cornell Road* (Evergreen Parkway to Bethany Boulevard), was not advanced due to a balance of several considerations, including:
 - geographic balance; five of the six road projects grouped at the top of the technical ranking were located in Washington County
 - policy considerations; of these five road projects, the Cornell Road project was judged least likely to meet the primary program policy objective of leveraging economic development in mixed-use centers based on the application materials related to development of mixed-use centers and meeting local objectives (Attachment C).
- TPAC recommended that JPACT consider adding the Sunnyside Road project; (crm2), to the list for further consideration. While TPAC's process for nominating projects based on technical merit would not have allowed this project to advance, the committee recognized that this project's technical analysis was affected by its phasing into smaller parts and that JPACT had previously funded earlier project phases. Specifically, during the OTIA allocation recommendation of December 21, 2001, the Metro Resolution 02-3151 staff report stated "Approval of this funding would complete the Boeckman Road project. However, it would only complete the funding for the Sunnyside Road project from 122nd to 142nd. It is anticipated that future applications for MTIP funding will be considered for the remaining sections to 152nd and 172nd."
- TPAC also requested Metro staff consider revising the technical score of the 10th Avenue; East Main to Baseline project in Hillsboro based on vehicle delay data provided by the City of Hillsboro. Staff is currently working on a proposal to address this concern and will provide a technical update at the JPACT meeting.

Road Reconstruction

- The top three technically ranked projects were nominated for further consideration.

Regional Travel Options

- The *Regional Travel Options* program and the top two technically ranked projects were nominated for further consideration.
- The *I-5 Corridor TDM Plan* was nominated at half of the requested amount reflecting the region's desire for the project applicant, the Oregon Department of Transportation, to provide half of the funding for a plan that would significantly benefit one of their primary facilities.
- The *Clackamas Regional Center Shuttle Program* should be encouraged to reapply for funding through the Regional Travel Options program.

Transit Oriented Development (TOD)

- *The Metro TOD program* and the top two technically ranked projects were nominated for further consideration.

Transit

- The previous commitments to *South Corridor*, *Washington County Commuter Rail* and *North Macadam* development (Metro Resolution 03-3290) were nominated for further consideration.
- The portion of the *Frequent Bus Corridors* proposal that would fund stop, signal and transit tracker improvements within regional centers and industrial areas, and incorporating the 102nd Avenue Frequent Bus Stops application was recommended for further consideration at \$3.2 million. (Note, actual costs for these improvements are \$3.235 million). This reduces the scope of the application by approximately half, eliminating improvements in or near town centers, main streets and station communities.
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Next Steps

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**Transportation Priorities 2004-07 Projects:
Technical Ranking and Qualitative Factors**

Bicycle/Trail Projects

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Issue?	Received Comments?	QUALITATIVE FACTORS
Portland	1	Willamette Greenway: River Forum to River Parkway	\$1.256	85	Y	Y	Y	Y		Y	Y	Y			Greenway width of 100' gives space to integrate high-density urban development with the ecological function of a riparian buffer. Subdivision on one major site has condition of approval that includes the wide greenway donation within 3 years. Multi-modal potential of connection at SW Gibbs to proposed aerial tram to OHSU.
N Clack. Parks Dist.	2	Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	77		Y	Y	Y	16%	Y		Y			NCPRD & Metro jointly purchased former streetcar ROW in 12/01. NCPRD will manage and maintain trail. Trolley Trail is a central component of Milwaukie's Downtown Waterfront Master Plan.
Tualatin Hills Parks & Rec. District	3	Beaverton Powerline Trail: LRT Crossing to Schuepback Park	\$0.431	73	Y	Y	Y	Y	30%	Y		Y			Improves livability for inner Beaverton residents; opportunity for transportation choices, recreation and exercise. Direct off-link to Tualatin Hills Nature Park. Citizen trail advisory committees, local trails advocates, and Friends of Westside Trails are in support of the project.
Tigard	4	Washington Square Greenway: Hwy. 217 to Hall Blvd.	\$0.386	69	Y	Y	Y	Y				Y			A key concept of Washington Square Regional Center Plan is need for parks and open spaces to soften density that is proposed; vision of livable community with balance between urban and nature.
Hillsboro	5	Rockcreek Trail: Amberwood to Cornelius Pass Road	\$0.216	68		Y	Y	Y	60%	Y		Y			Hillsboro anticipates completing design and any necessary ROW acquisition entirely with local funds. City will provide 50% match for MTIP construction dollars.
Portland	6	Eastbank Trail/Springwater Gaps (PE/ROW)	\$1.049	64	Y	Y	Y	Y	20%	Y		Y			Completing 0.9 mile gap makes 19.2 miles of continuous off-street trail. Construction-ready project would increase support for Portland Parks bond package including trails improvements and not require future MTIP funding.
Gresham	7	Gresham/Fairview Trail: Burnside to Division	\$0.630	51	Y	Y	Y	Y	23%	Y		Y	Y		Over-match of funding for this phase; funding secured for ROW and construction of Phase 1 NE Halsey to SE Burnside. Benefits Rock Creek TC . Unique opportunity to access TriMet's Ruby Junction facility. Public support by neighborhoods and watershed councils. Serves low income area and concentration of Hispanic population.
		Subtotal:	\$4.812												

**Transportation Priorities 2004-07
 Technical Rankings and Qualitative Considerations
 Boulevard Design Projects**

Agency	Code	Proposed Rank	Project Title	Federal Funds Requested	Total Project Points	Green Street Bonus points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic impact/jobs benefit?	Environmental Justice Impacts?	Received public comments?	QUALITATIVE CONSIDERATIONS
City of Portland	ptod1	1	North Macadam TOD: SW Bond and Moody avenues	\$ 0.500	100	5	20	20	40	15				Y	69%		Y			Linked to Macadam district redevelopment and complements SDC monies, private investment and TIF that will be used to finance the North Macadam TOD project. Also complements Portland street car extension and other North Macadam transportation improvements. Fills gaps in bike/ped network.
City of Portland	pbl1	2	102nd Avenue: Weidler to Burnside	\$ 3.350	98	10	25	17	38	8	Y		Y	Y	31%		Y	Y		Linked to Gateway Transit Center redevelopment at NE Pacific and 102nd Ave. and complements \$1.5M SDC monies, urban renewal district funds and MTIP grant for PE and design in 2003-04. Community interested in forming LID for additional funding to complement this project. Serves low income area.
City of Gresham	mbl1	2	Stark Street Phase 2: 190th to 192nd	\$ 1.000	98	10	25	20	28	15		Y	Y	Y	11%	Y	Y	Y		Linked to Phase 1 Stark Street (181st to 190th) to complete boulevard design in Rockwood TC; complements TEA-21 funds, prior MTIP funds, local TIF monies and prior ped-to-MAX improvements. Part of on-going effort to revitalize Rockwood neighborhood. Weed and Seed program and Rockwood business Assistance program and Oregon Association of Minority Entrepreneurs active in Rockwood to foster economic development. High level of community support. Serves very low income area and concentration of Hispanic population.
City of Oregon City	mbl2	3	McLoughlin Blvd.: I-205 to Highway 43 bridge	\$ 3.000	97	10	25	20	34	8	Y		Y	Y	40%		Y			Linked to implementation of downtown Community plan and waterfront master plan, supporting downtown revitalization efforts, complements 40% overmatch with urban renewal district funds and complements South Corridor recommended improvements.
City of Beaverton	wrm9	3	Rose Biggi extension: LRT to Crescent St.	\$ 1.907	97	5	25	12	40	15				Y	19%	Y	Y	Y		Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connection to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit-oriented development activities. 19% overmatch provided. Serves low income area and concentration of Hispanic population.
City of Portland	cb12	4	Burnside Street: W 19th to E 14th (PE only)	\$ 2.000	92	10	25	17	40	0	Y			Y			Y	Y		Project resulted from a 3-year community planning effort adopted in the Burnside Transportation and Urban Design Plan adopted by City Council. The project complements urban renewal area monies and was endorsed by the PDC and Portland Business Alliance's Transportation Committee. Facilitates better bike, pedestrian and transit connections across Burnside and supports development, jobs and housing within the Central city while maintaining good access and mobility to downtown Portland. Serves very low income area.
City of Portland	cb11	4	Killingsworth: Interstate to MLK (PE only)	\$ 1.000	92	10	25	14	35	8				Y		Y	Y	Y		Project need and design resulted from 6-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Complements Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavilion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community. Serves very low income area and concentration of Black and Hispanic population.
Washington County	wbl1	5	Cornell Road: Murray to Saltzman	\$ 3.500	87	10	25	20	32	0	Y		Y	Y	62%		Y			Project received \$540,000 for ROW acquisition in Priorities 2000. Design resulted from extensive public involvement as part of Cedar Mill Town Center Plan and a project advisory committee (PAC) recommendation. Project complements \$5.7 M in MSTIP monies (which provide 69% overmatch) and completes gaps in bike and pedestrian network.
City of Lake Oswego	cb13	6	Boones Ferry Rd.: Kruse Way to Madrona (PE & ROW)	\$ 2.550	68	0	20	20	28	0				Y	15%	Y	Y			Lake Grove TC plan (and implementing code amendments) not yet adopted. Project complements TIF district if approved by City Council, completes gaps in bike/ped network and provides crossing refuges near school. Project does not provide on-street parking and wide sidewalks due to ROW constraints.

TOTAL: 18.807

**Transportation Priorities 2004- 2007:
Technical Ranking and Qualitative Considerations**

						2040 Land Use Objectives				Effective removal of stormwater runoff from piped system and infiltration of stormwater near source of runoff						Cost Effectiveness				QUALITATIVE FACTORS				
						2040 Land Use Designation				Size of Project			Design Elements			Amount infiltrated/project cost								
Green Street Design Elements: Retrofit						Central City, Regional Center, Industrial Area, Town Center	Main Streets, Station Community	Corridors	All other areas	Pnts	High	Medium	Low	Pnts	Preserve Existing/Plant Large Trees	Removal Of Impervious Surface Area	Pervious sidewalks or low traffic areas	Curb options per Green Streets hndbk	Use of infiltration/detention devices		Pnts	High	Medium	Low
Agency	Code	Rank	Project Title	Federal Funds Request (millions)	Total Project Points																			
					100	10	7	3	0	10	10	7	3	10	10	10	10	10	50	30	20	10	30	
City of Gresham		1	Yamhill Green Street	0.450	94		7			7				7	10	10	10	10	50	30			30	Project planning and preliminary design work nearly completed. Good pilot for upgrading an "unimproved" street to Green Street standards in a newly developing Town Center. Leveraging funds from many other sources. Serves very low income area and concentration of Hispanic population.
City of Portland		2	Cully Green Street	2.200	87		7			7	10			10	10	10	10	10	50		20		20	Good pilot for upgrading "unimproved" street to green street standards along a main street. Project associated with low income community development. Design not as far along as other projects so PE is relatively high.No funding from other sources such as BES. Serves low income area.
Metro TOD		3	NW Civic Drive Green Street	0.250	68	10				10		3		3	10	5	10	10	45			10	10	Project part of a TOD, high visibility. Good pilot for mitigating water quality impacts of high density, urban development. Leveraging funds from other TOD development plans. Connected to a larger stormwater planning effort on 14 acres of Metro owned land.
Subtotal				2.900																				

Transportation Priorities 2004- 2007: Technical Ranking and Qualitative Considerations				SPECIAL CRITERIA						EFFECTIVENESS				COST EFFECTIVENESS	QUALITATIVE FACTORS	
Agency	Code	Rank	Project Title	Federal Funds Requested (millions)	Total Project Points	Attachment E	Multiple Culverts on same Stream	Design Consistent with GS Handbook	PE Includes geomorphology analysis	On regional Inventory of Culverts	Type of Solution	Amount of Upstream Habitat	Quality of Habitat	Presence of downstream barriers		amount of improved fish passage/project cost
<i>Total points possible for each scoring category</i>					100	Y/N	Y/N	Y/N	Y/N	Y/N	20	25	10	15	30	
Multnomah County			Beaver Creek Culvert Retrofits	1.470	93	Y	Y	Y	Y	Y	17.67	25	10	15	25	Considerable amount of federal funding being leveraged. Cost effectiveness is good compared with other culvert replacement projects. Significant impact compared with other culverts on regional list.

**Transportation Priorities 2004-07:
Technical Ranking and Qualitative Factors
Freight Projects**

Agency	Code	Technical Rank	Project Title	Federal Funds Requested (millions)	Total Project Points	SUPPORT BUSINESS	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic development, jobs impact?	Received Comments?	QUALITATIVE FACTORS
Wash Co	PR1	1	Tualatin Sherwood Road	\$ 2,818	67	15	13	26	13				Y			Y		High volume truck route will be improved into a multi-modal connection between 99W and I-5.
Portland	PR1	2	NE Martin Luther King Jr Blvd	\$ 2,000	58	13	13	21	11		Y		Y	41%		Y		Improves a critical gap in Regional Freight System. Supports recommendations of I-5 Trade Corridor study.
SUBTOTAL				\$ 4,818														

**Transportation Priorities 2004-07 Projects:
Technical Rankings and Qualitative Factors**

Pedestrian Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic impact/jobs benefit	Environmental Justice Impact?	Received public comments?	QUALITATIVE CONSIDERATIONS
City of Forest Grove	wped1	1	Forest Grove Town Center Pedestrian Improvements	0.900	94	25	20	34	15	Y									Completes gap in ped system (including ADA accessibility); complements prior MTIP allocation for downtown ped improvements. Serves concentration of Hispanic population.
City of Portland	pped1	2	Central eastside bridgeheads	1.456	90	20	20	40	10		Y	Y	Y			Y	Y		Complements current bike/ped improvements to Morrison Bridge and potential future street car via MLK/Grand, completes gaps in ped system and implements CEID Opportunity Strategy. Could be split to Burnside/Morrison/Hawthorne bridgeheads and Water Avenue ramps. Serves low income area.
City of Hillsboro	wped2	3	Hillsboro Regional Center Pedestrian Improvements	0.522	88	23	14	36	15					20%	Y		Y		Completes gaps in ped system that connect to businesses, schools, Shute library and to LRT in RC; serves low-moderate income households. 20% overmatch provided. Serves low income area and concentration of Hispanic population.
City of Tigard	wped3	4	Tigard Town Center Pedestrian Improvements (Commercial Street)	0.203	85	25	17	28	15						Y		Y		Complements future commuter rail station by improving ped access between station and town center area. Implements traffic study/task force recommendations. Serves concentration of Hispanic population.
City of Portland	pped3	5	Tacoma Street: 6th to 21st	1.278	84	20	20	34	10		Y	Y	Y			Y			Linked to first 2 project phases (striping and median refuge and curb extension construction) funding through local and state monies; supports Willamette River Crossing study recommendations and 2040 main street designation. Provides critical pedestrian crossing improvements and increases on-street parking in support of main street and bicycle boulevard on adjacent street. Supports employment by leveraging main street development.
City of Portland	pped2	6	St. Johns Town Center Pedestrian Improvements	1.934	83	25	17	31	10			Y	Y				Y		Implements St. John's Bridge Truck Strategy recommendations. Town center plan (and implementing code amendments) not yet adopted. Provides critical signal system improvements and realigns intersections to better facilitate truck movements and improve ped safety. Serves low income area.
Washington County	wped4	7	Merlo Road: LRT station to 170th	0.271	82	25	13	29	15						Y				Improves ped access to THPRD nature park, completes gap in ped system and complements other public investments such as the Merlo transit station, TriMet bus barn, Beaverton School District offices and an alternative high school.
City of Oregon City	cped1	8	Molalla Avenue: Gaffney to Fir	0.800	72	20	20	22	10				Y	38%					Completes gaps in bike/ped systems; provides 38% overmatch; implements Molalla Corridor improvement plan and linked to \$2.1 million for Phase 1 improvements invested by the city

Subtotal:

TOTAL: \$ 7.364

Transportation Priorities 2004-07 Projects:
Technical Ranking and Qualitative Factors

Road Modernization Projects

Agency	Code	Proposed Rank	Project Title	Federal Funds Request	Total Project Points	CONGESTION RELIEF	2040 SUPPORT	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	GREEN STREETS BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic Development - Jobs Impact	Environmental Justice Issues?	Public Comments Received?	QUALITATIVE FACTORS
Wilsonville	crm1	n/a	Boeckman Rd: 95th to Grahams Ferry	\$1.956	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	Y	Y	Y	Y						Funding approved by prior Metro Resolution; no further analysis conducted, the model constraints applicable to Kinsman true of this project also.
Wash. Co.	wrm4	1	Cornell Road: Evergreen to Bethany (PE)	\$1.088	86	25	20	8	20	8	5			Y	Y		Y				Y	Multi-modal missing link; No overmatch but ROW mostly acquired, Town Cntr plan not actually adopted. Serves Five Oaks elementary school. Serves concentration of Asian population.
Tigard	wrm10	2	Greenberg Rd.: Shady Lane/North Dakota	\$1.789	85	20	14	11	20	15	5	Y	Y	Y							Y	Prior PE & ROW allocations; provides missing roadway and multimodal links. Serves low-income area and concentration of Hispanic population.
Wash. Co.	wrm7	3	Murray Blvd: Science Park to Cornell	\$1.811	84	17	17	10	20	15	5		Y		Y							Very hi accident rate in short distance; hi safety committee rank; very 2040 supportive road project that supplies missing multimodal links and improves town center gateway; link to Cornell Boulevard MSTIP project.
Wash. Co.	wrm12	4	Baseline/Jenkins ATMS	\$0.449	79	22	20	12	10	15	0		Y	Y							Y	Segment connects to 5 LRT station communities; derives from County ITS Master Plan and operations center investments. Serves concentration of Hispanic population.
Mult. Co.	mm1	5	223rd Ave. Railroad Undercrossing	\$3.400	78	17	13	20	20	8	0	Y	Y	Y	Y	Y					Y	Project links to 223rd/Sandy intersection signalization project; prior PE & ROW allocation; hi committee safety rank. Serves low income area and concentration of Hispanic population.
BV	wrm11	6	Farmington Rd. @ Murray intersection	\$2.618	75	17	20	15	10	8	5	Y		Y	Y	Y					Y	New bike/ped facilities provided - Bike/ped environment impacted by double left and right turn lanes on all approaches. Serves low income area and concentration of Hispanic population.
Wash. Co.	wrm3	7	Farmington Rd: 170th to 185th (PE)	\$1.197	67	25	17	2	10	8	5			Y	Y		Y				Y	Serves Mountain View middle school. Serves concentration of Hispanic population.
Cornelius	wrm1	8	Highway 8 Intersection @ 10th (Schieffler)	\$0.850	66	13	14	16	10	8	5	Y	Y		Y						Y	FY 2000-03 MTIP project reconstructed Adair from 10th - 20th. Adds bike lanes to regional corridor. Serves concentration of Hispanic population.
COP	prm2	9	SE Foster/Barbara Welch intersection	\$3.500	63	17	14	9	10	8	5		Y		Y			Y				w/in 1 mile of Pleasant Valley Town Center, Gateway to Damascus; salmonid culvert replacement & green streets drainage
Hillsboro	wrm6	10	10th Ave: E Main to Baseline	\$1.346	60	8	17	20	10	0	5	Y		Y	Y						Y	Delay value may under report intersection level congestion of right turn movements; Potential for MAX train delay by vehicle queing or loss of signal preemption. Serves very low income area and concentration of Hispanic population.
COP	prm1	11	SW Macadam: Bancroft to Gibbs	\$2.350	58	8	17	20	10	0	3		Y									Med safety based on future development and prospective access constraints; hi 2040 support
BV	wrm8	12	Murray Blvd: Scholls Ferry to Barrows	\$2.579	57	13	10	19	10	0	5				Y	Y						35% local/private match; moderate 2040 support.
Clack. Col	crm5	13	Clackamas Railroad Xing Traveler Info	\$0.385	56	13	20	13	10	0	0		Y	Y								Estimate of delay reduction targeted to Emergency Service providers; breaks down rail imposed separation of fire/safety services from Downtown Milwaukie and enhances EMS exposure to ITS benefits.
BV	wrm9	14	Rose Bigg: LRT to Crescent	\$1.908	51	8	13	20	5	0	5		Y		Y						Y	Model does not assign volume to minor road facility; facility contribution to improvement of Reg. Cntr local circulation and reduction of main arterial delay is not well represented. Serves very low income area and concentration of Hispanic population.
Wilsonville	crm4	15	Wilsonville Rd. Traveler Info	\$0.105	49	13	10	11	15	0	0		Y	Y								Inadequate basis for assignment of future year congestion relief/cost effectiveness
Clack. Col	crm6	16	Johnson Cr Blvd I-205 interchange (PE)	\$0.600	46	8	10	13	15	0	0		Y	Y	?							Model does not account for probable loop ramp relief of congestion at Fuller Road signal; County data inconclusive regarding benefit but low to moderate congestion relief seems probable. Preliminary cost estimate of \$4.6 million down from original staff est. of \$10 million. No firm basis for any estimate until conclusion of PE. May benefit LRT
Clack. Co.	crm2	16	Sunnyside Rd: 142nd to 152nd	\$4.000	45	12	13	5	10	0	5	Y	Y	Y	Y	?						County believes congestion levels at 142 & 152 are under-reported. Project is more than 1 mile from a Tier 1 or 2 land use but is a segmented project from partially funded OTIA project of 122nd to 172nd. Gateway to Damascus and serves Sunnyside urban village.
Wash. Co.	wrm5	17	185th Ave.: Westview HS to W Union (PE)	\$0.581	42	12	6	6	5	8	5			Y	Y		Y					
Wash. Co.	wrm2	19	Farmington Rd.: 185th to 198th (PE only)	\$1.005	31	8	6	2	10	0	5			Y	Y						Y	Facility greater than 1 mile from regional or town center. Serves concentration of Hispanic population.
Wilsonville	crm3	20	Kinsman Rd: Barber to Boeckman	\$1.000	18	8	6	4	0	0	0		Y		Y							Project not from Financially constrained system; not air quality neutral or beneficial; surrounding road system elements not presently in existence and model cannot distinguish effect of this from other connecting links; low safety score from committee.

SUBTOTAL: \$32.561

Transportation Priorities 2004-07: Nominations Summary Technical Ranking and Qualitative Issues																								
Road Reconstruction Projects																								
Agency	Code	Technical Rank	Project Title	Federal Funds Request (millions)	Total Project Points	PAVEMENT CONDITIONS	ALTERNATIVE EFFECTIVENESS FACTORS	2040 SUPPORT	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	GREEN STREETS BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic Development - Jobs	Environment Justice Issues?	Received Public Comments?	QUALITATIVE FACTORS	
Total points possible for each scoring category					100	70	15	20	20	20	15	70												
COP	prt1	1	Division; 6th to 39th (Streetscape Plan to 60th)	\$2.500	88	6	12	17	18	15	10	10				Y								
Mult Co.	mrr1	2	242nd Ave.: Gisan to Stark	\$0.550	85	10	12	10	13	15	15	10				Y	50%							Very good pavement condition today but hi volume expected to produce very poor conditions by 2010
Milwaukie	cr1	3	Lake Rd: 21st to Hwy 224 (PE/ROW)	\$1.481	76	8	12	13	18	15	5	5	Y	Y	Y			Y						Provides safe route to Milwaukie HS and Rowe Middle School. Link to Harmony Road improvements, providing connection to Clackamas RC.
COP	prt2	4	SE 39th: Burnside to Holgate (PE)	\$0.400	67	6	10	20	6	10	15	0			Y									
COP	prt3	5	W Burnside: 19th to 23rd	\$3.589	63	6	9	13	20	15	0	0			Y	Y					Y			Serves low income area.
SUBTOTAL:				\$8.520																				
TPAC APPROVED 150% SUBTOTAL: (Projects in Bold)				\$4.531																				

Transportation Priorities 2004-07: Nominations Summary Technical Ranking and Qualitative Issues																								
Bridge Projects																								
Agency	Code	Technical Rank	Project Title	Federal Funds Request (millions)	Total Project Points	BRIDGE CONDITIONS	2040 SUPPORT	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	GREEN STREETS BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic Development - Jobs	Environment Justice Issues?	Received Public Comments?	QUALITATIVE FACTORS		
Total points possible for each scoring category					100	25	20	20	20	15	10													
Multi Co	prt1	1	Broadway Bridge Span 7 painting	\$2.500	85	25	20	20	5	15	0	Y	Y										Bridge repair and painting received HBR and OTIA funds but not enough to complete painting of all spans.	
SUBTOTAL:				\$2.500																				
TPAC APPROVED 150% SUBTOTAL: (Projects in Bold)				\$0.000																				

**Transportation Priorities 2004-07 Projects:
Technical Ranking and Qualitative Factors**

TOD Projects

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impacts?	Received Comments?	QUALITATIVE FACTORS
Metro	1	TOD Implementation Program	\$4.500	98	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	broad public support: elected officials, neighborhood associations; serves as regional and national case study; high public to private leverage ratio of invested funds; supports urban centers strategies in centers with light rail, broad geographic distribution of funds
Metro	2	Regional & Urban Centers Implementation Program	\$1.000	95	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	expands TOD Program activities to urban centers served by high frequency bus expands geographic distribution of funds; demonstrated public support
Clackamas C	3	CRC Parking Garage	\$0.250	55		Y	Y	Y	Y			Y			funding for planning and PE only; urban renewal funds available for capital; joint development project could be included in I-205 budget
COP	4	North Mcadam Couplet	\$0.500	53				Y	Y	Y	Y	Y			project also ranked in boulevard funding category
Beaverton	4	Rose Biggi Extension	\$1.908	53	Y	Y		Y	Y				Y		project also ranked in boulevard funding category

**Transportation Priorities 2004-07 Projects:
Technical Ranking and Qualitative Factors**

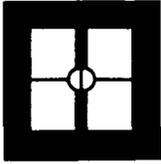
Regional Travel Options Program and Projects

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impact?	Received Comments?	QUALITATIVE FACTORS
Region	1	Regional TDM Program	\$3.987	program renewal request	Y	Y	Y	Y		Y	Y				Regional TDM Program Components include the following: \$1,700,000 for core TDM program for 2006 & 2007, including management, outreach and marketing; program evaluation; and regional rideshare program. \$1,130,000 for regional TMA program from 2004 to 2007. \$850,000 for region 2040 initiatives program from 2004 to 2007. \$133,000 for SMART/Wilsonville TDM Program for 2006 & 2007. \$114,000 for regional information clearinghouse in 2006 & 2007. \$60,000 for business energy tax credit and telework in 2006 & 2007.
Portland	2	Interstate Ave. Travel Smart	\$0.300	75	Y	Y	Y	Y		Y		Y	Y		Positive results in Europe and Australia. Pilot project currently underway in SW Portland. Serves low income area and concentrations of minority populations.
ODOT	3	I-5 Corridor TDM Plan	\$0.224	57	Y	Y	Y	Y		Y		Y	Y		This plan must coordinate with the Regional TDM Program and with the proposed Interstate Travel Smart Project. Metro staff recommends that ODOT fund 50% of the plan. Governors' I-5 Partnership findings note that the corridor will require better management of traffic demand and measures that manage demand. Serves low income area and concentrations of minority populations.
Clack Co	4	Clackamas RC TMA Shuttle	\$0.129	44	Y	Y		Y				Y			Need to determine how shuttle will be paid for after 3 years of CMAQ Funding. This project could compete for Regional TDM Program Region 2040 Initiatives Funds in 2004.
		Subtotal:	\$4.640												

**Transportation Priorities 2004-07 Projects:
Technical Ranking and Qualitative Factors**

Transit Projects

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impacts?	Received Comments?	QUALITATIVE FACTORS
TriMet	1	Frequent Bus Corridors	\$6.374	84	Y					Y		Ind			<ul style="list-style-type: none"> • Capital portion of expansion of successful McLoughlin and Barber frequent bus projects. • Several corridors serve low income areas. • Indirect support of economic development in areas served.
TriMet	2	Local Focus Areas	\$1.005	80								Ind			<ul style="list-style-type: none"> • Indirect support of economic development in areas served.
TriMet	3	102nd Avenue Bus Stops	\$0.135	64		Y						Ind	Y		<ul style="list-style-type: none"> • Transit portion of 102nd Avenue Boulevard project. • Indirect support of economic development in areas served. Serves low income area.
TriMet	4	Gresham Civic Station TOD	\$3.450	59	Y	Y		Y				Y			<ul style="list-style-type: none"> • Creates 1,400 new system riders. • Increases density in regional center. • Increases alternative mode split in Gresham RC. • Leverages previous regional investment in Civic Drive and LRT station projects.
TriMet	5	North Macadam Transit Access	\$0.449	58		Y									<ul style="list-style-type: none"> • Linked to other North Macadam projects such as streetcar, N Macadam TOD, SW Macadam road modernization, and N Macadam infrastructure.
City of Oregon City	6	South Metro Amtrak Station	\$0.700	50				Y	Y	Y		Y			<ul style="list-style-type: none"> • Intra-city ridership not a true comparison to inter-city transit ridership on which technical score is calculated. Trip lengths are longer and or statewide significance. • Locating regional facility in regional center adjacent to major tourist destination
TriMet	7	North Macadam Infrastructure	\$1.347	48		Y									<ul style="list-style-type: none"> • Linked to other North Macadam projects such as streetcar, N Macadam TOD, SW Macadam road modernization, and N Macadam transit access.
Clack Co	8	Clackamas RC TOD/P&R (PE only)	\$0.250	47	Y	Y		Y	Y			Y			<ul style="list-style-type: none"> • Supplements regional South Corridor commitment and I-205 LRT project. • Would increase alternative mode split in CRC. • Overmatch at 50%. • Allows increased density in a regional center.
Tri-Met	9	Hybrid Bus Expansion	\$2.224	42		Y									<ul style="list-style-type: none"> • Follows purchase of 2 hybrid test vehicles in 2002. • Will run in frequent bus corridors.
Tri-Met	10	Jantzen Beach Access	\$0.449	41		Y									<ul style="list-style-type: none"> • Efficient bus connection to Interstate MAX.
Tri-Met	11	Rockwood Bus/MAX Transfer	\$0.382	31		Y		Ped		Y		Ind	Y		<ul style="list-style-type: none"> • Link to Stark Street Boulevard project. • Large Hispanic (33%) and low income (57% < 2X PL). • Indirect support of economic development in areas served. Serves low income area and concentration of Hispanic population.
		Subtotal:	\$16.765												



April 7, 2003

Rod Park, JPACT Chairman
David Bragdon, Council President
Andy Cotugno, TPAC Chairman
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

RE: MTIP Preliminary 150% List

Dear Mssrs. Park, Bragdon and Cotugno:

The City of Hillsboro generally supports the Metro Transit Oriented Development (TOD) program, Hillsboro Regional Center Pedestrian Improvements and the Rock Creek Trail extension and is pleased these projects are proposed to move forward to the 150% MTIP list.

However, we strongly disagree with the scoring and ranking of projects listed under the Road Modernization category and urge the Metro Council, JPACT/TPAC and staff to reassess the methodology used in the points and subsequent ranking assigned. Our specific concerns center on the Hillsboro-sponsored 10th Avenue Southbound Right Turn Lane project between E. Main Street and SE Baseline Street located in the heart of the Hillsboro Regional Center.

As brought to my attention in the attached staff memo, it is clear that the technical and qualitative criteria have significantly underestimated the current safety situation and effectiveness of planned improvements. The potential hazards associated with the likelihood of vehicles backing up over the MAX light rail tracks during peak travel times were identified years ago during the light rail planning process. Nothing has been done to date to address this hazard.

Furthermore, since the project received funding for preliminary engineering during the previous MTIP review, it seems that our proposal for funding to construct the much needed improvements merits greater consideration during the current review process.

Thank you very much for your attention to this matter.

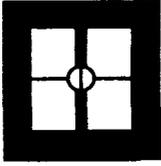
Sincerely,

A handwritten signature in cursive script that reads "Tom Hughes".

Mayor Tom Hughes
City of Hillsboro

Attachment: April 3rd Staff Memo

Cc: Phil Selinger, Tri-Met
Rob Drake, Mayor of Beaverton
Randy McCourt, DKS Associates



April 3, 2003

MEMORANDUM

TO: Mayor Tom Hughes
FROM: John Wiebke, Urban Planner II *JKW*
RE: **MTIP Preliminary 150% List (10th Avenue)**

In December 2002, the City Planning Department submitted applications for three projects for funding consideration under the Metropolitan Transportation Improvement Program (MTIP). Two of the three projects are currently recommended for inclusion in the 150% preliminary lists. Not recommended for inclusion on the list is the addition of a southbound right turn only lane along NE 10th Avenue between E. Main Street and SE Baseline Street. The project was awarded funding for Preliminary Engineering during the prior MTIP review process that occurred approximately two years ago. Therefore, it would stand to reason that this committed investment should be seen through to a logical conclusion. There are three primary issues and concerns that we believe Metro, through its ranking criteria, is not fully appreciating.

1. The project should be recognized under qualitative considerations as serving a multi-modal benefit.

- Planned road improvements would alleviate traffic queuing that occurs frequently during the PM peak hours that can potentially disrupt MAX light rail service when vehicles inadvertently are trapped over the tracks.
- This section of 10th Avenue funnels three Tri-Met bus lines (46, 47, and 48) into and out of the Hillsboro Regional Center.

Conclusion: In addition to reducing vehicle congestion, planned roadway improvements would greatly enhance light rail and bus service efficiency between downtown Hillsboro and outlying areas.

2. The project received a low technical score under two criteria (*Effectiveness Factor* and *Cost Effectiveness*) that is not representative of existing or future conditions.

- The 10th Avenue project is at a ranking disadvantage for these criteria in that the EMME-2 program used by Metro to assess operational aspects does not recognize the significant imbalance in lane use caused by the directional distribution of southbound traffic turning right onto Baseline Road.
- Since SE 10th Avenue south of Baseline Road and the Oak/Baseline Road couplet are part of Highway 8, the signal timing for this corridor must service the highway traffic as first priority. This results in only 20 seconds of available green time for southbound left, through, and right turn traffic on 10th Avenue. Coupled with the unbalanced lane use due to the heavy southbound right turn volume to westbound Baseline Road, the actual capacity for the southbound approach is at or near capacity during most of the peak hour.
- The area targeted for improvement lies at a convergence of several commuter modes serving the Regional Center that include three arterials (TV Highway, Cornell Road and E. Main Street) all of which serve as Tri-Met transit routes, plus MAX light rail service that runs down the centerline of SE Washington Street.
- The above issues are not recognized by the EMME-2 model, resulting in an inability to score points under the effectiveness factor.
- DKS Associates made a sketch plan level assessment of the intersection that provides at least a basis for consideration with regards to scoring the effectiveness factor. They calculate base 2000 average vehicle delay to be 4.9 seconds with a future 2020 delay of 17.8 hours.

Conclusion: The creation of a third southbound lane would nearly double the available capacity for this approach.

3. From the outset, Metro has continually reminded the jurisdictions that a primary emphasis will be placed on the extent to which considered projects “directly or significantly benefit a 2040 primary or secondary land use.”

- Tenth Avenue provides a vital multi-modal link to and from the Hillsboro Regional Center. That the project is in a two-way tie for most points earned in the Community Center Readiness Factor scoring criteria serves as testimony that Metro too recognizes this fact.
- Demands on the roadway can only be expected to increase in the future as the downtown area continues to infill with high density development, including a new mixed-use Civic Center and a multi-phased expansion at Tuality Community Hospital.

Conclusion: Resolving this outstanding safety issue is paramount to long-term assurances that the Regional Center is served by a safe and efficient multi-modal transportation system.



April 8, 2003

Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Subject: FY 06/07 MTIP Funding for Regional Transit

Dear Members of JPACT:

The region's 2040 Growth Concept and Regional Transportation Plan rely on the continued development of public transit. TriMet is grateful this continues to be reflected in the distribution of MTIP resources. Most recently, the region has set aside a portion of the MTIP for continued development of the regional rail network. The region has also made a commitment to the continued development of regional bus services and facilities.

The FY04/05 MTIP allocated \$4.1 million to bus transit investments, which sustained "frequent" 15-minute service in two major corridors and provided continued support for on-street capital improvements. To ensure that MTIP funds are not used for ongoing operations, all future transit allocations are to be used exclusively for capital improvements and those improvements are to be documented in TriMet's 5-year Transit Investment Plan.

The adopted Transit Investment Plan is focused on building transit service in frequent bus corridors, in focus areas and in local communities. The program includes installation of improved bus stop signs with schedule displays, shelters, trashcans, bus priority treatments, real time customer information and larger shelters at heavily used stops. The Transit Investment Plan also calls for pedestrian access improvements. These safety and convenience improvements are critical responsibilities of TriMet and our jurisdiction partners and are important mode choice considerations for the traveling public. TriMet's FY 06/07 MTIP application includes projects that support these themes. This request addresses priority, permanent improvements to the transit system and to the surrounding communities. The application has been reviewed with each jurisdiction and has received broad, documented support. It is a balanced and results-oriented approach to investing in this region's public transit infrastructure.

The facilities funded by this request would support the essential transit services to our communities. TriMet is committed to sustaining and expanding service levels using its general funds. This requires that beginning in FY 04 the on-street capital program be fully MTIP funded.

The FY 06/07 150% MTIP recommendation for supporting the regional bus transit system is inadequate for addressing the expanding needs and scope of the bus program. Recent and proposed funding for the transit categories is summarized as follows:

<u>Project / Program</u>	<u>FY 04/05 funded</u>	<u>FY 06/07 application</u>	<u>FY 06/07 150% list</u>
TCL corridor service development	\$2,850,000	\$ 0	\$ 0
Frequent Bus corridors / safe crossings	\$1,256,000	\$ 7,130,000	\$ 3,200,000
Transit Investment Plan Focus Areas	\$ 0	\$ 1,120,000	\$ 500,000
Regionally significant projects	\$ 0	\$ 3,825,000	\$ 449,000
North Macadam transit infrastructure	\$ 0	\$ 1,500,000	\$ 0
<u>Total</u>	<u>\$ 4,106,000*</u>	<u>\$13,575,000</u>	<u>\$ 4,149,000</u>
<u>Requested Supplement for safe crossings</u>			<u>\$ 800,000</u>
<u>New Total</u>			<u>\$ 4,949,000</u>

* Transit Development Program Reserve

The 150% list represents status quo funding for the on-street transit development program. However, improved pedestrian access to transit is new and is reflected in the Transit Investment Plan work scope that is a priority for both TriMet and TriMet's jurisdiction partners. It is not possible to support the essential bus stop and bus operational improvements and also begin improvements to the priority street crossings identified in the Frequent Bus Corridors portion of TriMet's MTIP application. These twelve crossings on state arterials are at the top of a list of priority locations identified in a recent study. The required safety improvements would cost an estimated \$1.5 million.

TriMet requests that the \$3.20 million recommended for the Frequent Bus Corridors category be increased to \$4.00 million. This would bring the total amount of the bus transit application to \$4.95 million. This level of commitment would allow TriMet to begin to address priority on-street transit needs noted above, including improvements to street crossings that presently threaten the safety of pedestrians and bus riders.

Thank you for this consideration. Let me know if you have questions at (503) 962-4831.

Sincerely,



Fred Hansen
General Manager

LOS ANGELES TIMES

Agency Held Liable for Unsafe Route to Bus Stop

In widely watched case, state high court rules for a woman hit by a car on her way to wait for a bus.

By Maura Dolan
Times Staff Writer

April 8, 2003

SAN FRANCISCO -- Transit agencies in California can be held legally responsible when patrons are injured on their way to a bus stop that is hazardous to reach, the California Supreme Court ruled Monday.

The 5-2 ruling was a defeat for more than 200 transit agencies in California that had joined the case on behalf of the defendant, the Central Contra Costa Transit Authority. A lawyer for the transit agencies predicted that the ruling will increase lawsuits and hurt public transportation in California.

"It is very significant for all transit agencies in the state because it says they have to determine that the means to get to bus stops are safe," said David W. Baer, who represented the agencies. A dissenting judge said the majority decision is "like watching a traffic accident in slow motion."

But an attorney for a woman who was injured on her way to a bus stop said the decision will force transit agencies to take notice when patrons complain of unsafe conditions.

"If it is brought to their attention that a bus stop is dangerous, they are going to have to do something about it instead of saying that is not our problem," said Walter Walker III, who represented the plaintiff.

The case involved a crosswalk in Contra Costa County across the bay from San Francisco. Other than bus riders, few pedestrians used the crosswalk. Traffic on the street was heavy during the morning commute, and the speed limit was often disregarded, the court said. The court noted that someone had been hurt in the crosswalk previously. In February 1986, a schoolgirl was struck by a car while in the crosswalk on her way to the bus stop. The girl's family sued in July 1987, and the county installed traffic signal lights with pushbuttons at a nearby intersection. But the transit agency left its stop at the unlighted, unsafe crosswalk.

In November 1993, Darlene Bonanno, who was developmentally disabled, tried to cross the street to get to the bus stop on her way to her job as a motel housekeeper. Two motorists eventually stopped for her, but a third driver rear-ended one of the cars, forcing it into Bonanno, who as a result is partially paralyzed.

Bonanno sued, and a jury found the transit agency was partly responsible for the accident. The transit agency was ordered to pay Bonanno \$1.6 million in compensation, and the agency appealed.

Justice Kathryn Mickle Werdegar, writing for the court, said a bus stop may be deemed dangerous because bus patrons must cross a dangerous crosswalk to reach it.

"We reject CCCTA's contention that it cannot be held liable for an injury occurring on property it neither owned nor controlled," Werdegar wrote. The agency "owned and controlled its own bus stop, and a condition of that property, its physical situation, caused users of the bus stop to be at risk from the immediately adjacent property."

Justices Janice Rogers Brown and Marvin Baxter dissented in *Bonanno v. Central Contra Costa Transit Authority*, S099339.

"Reading the majority opinion is painful, like watching a traffic accident in slow motion, because the majority's misguided effort to compensate the victim of this accident will, quite foreseeably, victimize everyone else who is dependent on public transit," Brown wrote.

"Where you stand can depend on where you sit, and, let us be frank, Supreme Court justices don't sit on buses very often," she said.

"Therefore, the majority would do well to consider the plight of those dependent on ... the transit agency serving northwestern Contra Costa County."

Baxter complained that the court majority had significantly expanded liability for dangerous conditions on others' property. He contended the decision could increase liability for private property owners as well as government.

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

April 7, 2003

Rod Park, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave
Portland, OR 97232-2736

Dear Rod:

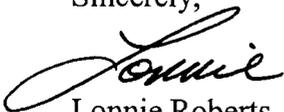
TPAC recently approved a recommended Transportation Priorities 2004-07 150% funding list. Six East Multnomah County projects have made the list including the following projects:

- 223rd Ave. Railroad Undercrossing, City of Fairview, \$3.4 million, Road Modernization
- Gresham Civic Station TOD, Metro/City of Gresham, \$2 million, Transit
- Beaver Creek Culverts, City of Troutdale, \$1.47 million, Green Streets/Culverts
- Yamhill St. Reconstruction, City of Gresham, \$0.45 million, Green Streets
- 242nd Ave. Reconstruction, Cities of Troutdale and Gresham, \$0.55 million, Road Reconstruction
- Stark St. boulevard/intersection, City of Gresham \$1 million, Boulevard

Each of these projects serves an important function in East Multnomah County and promotes the Metro objectives of serving 2040 Centers and Industrial Areas; Green Street Demonstration and Culvert projects; Safety; and Multi-Modal facilities. We recognize that funding is very limited and competition is stiff.

In most cases, the projects listed above are substantially overmatched in an effort to secure sufficient funding to make the project whole. The success of each project is dependent upon full funding of the MTIP request. We ask that JPACT give each proposal full consideration as projects are reviewed for MTIP funding.

Sincerely,



Lonnie Roberts, Chair
East Multnomah County Transportation Committee



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

April 9, 2003

ROB DRAKE
MAYOR

Mr. Rod Park, Chairman
JPACT
Metro Regional Center
600 N.E. Grand Avenue
Portland, OR 97232-2736

Re: Murray Boulevard Extension

Dear Chairman Park:

On April 4, 2003, I sent you and other interested parties a letter summarizing the City of Beaverton's rationale for MTIP funding of the Murray Boulevard extension from Scholls Ferry Road to Barrows Road (at Walnut Street). On the City's behalf, we asked JPACT substitute that project for the City's Farmington Road/Murray Boulevard intersection improvement project for inclusion on the 150% cut list.

Since that April 4 letter was prepared, several additional, significant events have occurred, lending even greater support for MTIP funding of the Murray extension project. These include:

1. The residential/open space/infrastructure plans for the Murray-Scholls Town Center have been formally and unanimously approved by the Beaverton Planning Commission and Board of Design Review. These plans will involve an environmental restoration of Summer Creek, an extensive wetlands enhancement, as well as converting into a community amenity the very deep hole left from years of excavation at the Progress Quarry. It is notable that the Planning Commission and Board of Design Review approvals came after extensive public hearings but without any meaningful negative comment. At the Planning Commission hearings, four members of the public spoke; none asked that the project be denied. At the Design Review hearing, no one from the public spoke in opposition.

In approving the Concept Plan and subdivision for the Town Center, our Planning Commissioners praised the plan for its innovation, its attention to environmental values and its pedestrian-friendly approach to circulation within the plan area.

As I noted in my April 4 letter, the Concept Plan's creative re-location of Barrows Road into the midst of the Town Center not only provides access (and a Town Center entry) to the future mixed-use commercial area but also allows for the existing Barrows right-of-way be used for restoration of Summer Creek and the establishment of a linear park and regional trail system linkage. The Planning Commission specifically found that the Concept Plan very closely implemented the aspirational plan for the Murray-Scholls Town Center. Both Planning Commission and City staff found this to be a remarkable achievement in light of the many topographical, infrastructure and environmental issues associated with the former quarry property.

2. As part of the Planning Commission's consideration of the Concept Plan, the General Manager of the Tualatin Hills Park & Recreation District provided a written statement indicating that THPRD staff has reviewed the plans for the linear park and freshwater lake, which will be created from the existing 160' deep quarry pit. Based upon that review, the THPRD staff has recommended to the THPRD Board that THPRD accept a dedication of these areas as public park facilities. Please note that THPRD currently has no outdoor aquatic activity locations, making the Town Center lake the first. The lake will serve multiple purposes, including its function as an aquifer recharge facility for the City.

3. At the April 7, 2003 Washington County Coordinating Committee meeting, the City specifically raised the issue of prioritizing funding for the Murray extension, consistent with my April 4, 2003 letter. After considering the City's comments, the Coordinating Committee endorsed the position expressed in my April 4 letter.

From a policy and planning standpoint, Metro, with the City of Beaverton's wholehearted support, has promoted the development of regional town centers. The Murray-Scholls Town Center is among the first regional town center projects which has taken a previously undeveloped (and pretty unattractive) piece of property and turned it into a project that has met widespread community and public agency support. If the region is to be truly supportive of these types of town center projects, the region should provide a share of infrastructure costs which allow such town center projects to become realities.

In the case of the Murray-Scholls Town Center, the residential developer has agreed to shoulder the entire infrastructure cost for the wetlands enhancement, the environmental restoration, the linear park, the lake, the relocation of Barrows Road, and the balance of the Town Center infrastructure (other than for the commercial area).



CITY of BEAVERTON

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ROB DRAKE
MAYOR

April 4, 2003

Mr. Rod Park, Chairman
JPACT
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear Chairman Park:

This letter is to request that the City of Beaverton's MTIP application for the extension of Murray Blvd. from Scholls Ferry Road to Barrows Road (at Walnut Street) be substituted for our Farmington Road/Murray Blvd. intersection improvement project that TPAC ranked within the 150 percent cut list. There are three highly significant reasons for this request:

1. The Murray Blvd. extension is key to the Progress Quarry Planned Unit Development (PUD) currently being reviewed by the City. The proposal is for a 110-acre development consisting of 340 individually owned town homes, 204 carriage flats, and 202 apartment units with associated improvements, a 20-acre potential commercial area, a lake, a linear park, and an enhanced Summer Creek and associated wetlands and grove. Development of the Murray/Scholls Town Center is critical to the City's and the region's ability to achieve the 2040 Growth Concept. The Progress Quarry PUD fulfills the 2040 Growth Concept goals of the Murray/Scholls Town Center Plan.
2. The design of the Murray Blvd. extension includes a bridge over Summer Creek (currently a marginalized drainage ditch) that achieves a high level of wetland and wildlife enhancement. The bridge is an arch-type span of five 20-foot concrete arches on strip footings that allow for the free flow of water through the structure and a natural bottom in the arches, which allows fish and wildlife to pass through safely. Moreover, to minimize impacts to the existing wetland area and Summer Creek, the Progress Quarry applicant proposes to move the Barrows Road alignment north of its existing location. Restoration and enhancement of the old road right-of-way and the Creek and wetlands, as well as creation of a "green space" corridor and Linear Park are integral to the development plan. The quarry site also contains a steep depression resulting from the previous mining operation, which the applicant has proposed to be made into a forested lake amenity for the public. A Significant Tree Grove located at the northwest corner of the project site is also enhanced.

Mr. Rod Park
April 4, 2003
Page Two

3. The Murray Blvd. extension has been planned since the 1980s. In 1986, the City of Tigard, the City of Beaverton, and Washington County entered into an Urban Planning Area Agreement that identified the Murray Blvd. extension as a required road improvement to be constructed after completion of Roy Rogers Road (Beef Bend/Elsner). The Roy Rogers Road improvement is complete, and the opportunity to take the next step is now.

Polygon Northwest Company, developer of the Progress Quarry site, has committed a private contribution of **25 percent** of the total project cost. This contribution will result in a local overmatch that reduces the federal request to only **65 percent** of the total. Washington County supports this proposed project and has committed to providing one-half of the local match for the project should the federal funding be secured. The City of Beaverton will provide the remaining half.

It is consideration of these critical Administrative Factors that compels me to submit this request. This is truly a "once in a lifetime" opportunity.

Respectfully,



Rob Drake,
Mayor

cc: Washington County Coordinating Committee Members
Andy Cotugno, Director of Planning, Metro

M E M O R A N D U M

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METRO

DATE: April 9, 2003
TO: MPAC, JPACT, Metro Council and Interested Parties
FROM: Ted Leybold, Principal Transportation Planner
SUBJECT: Calculation of Intersection Delay for the 10th Avenue (Hillsboro) Road Modernization project

* * * * *

TPAC, in their recommendation of April 3rd, directed Metro staff to work with the City of Hillsboro to review the technical score of the 10th Avenue road modernization project (E Main to Baseline) with regard to additional information on how the project addresses congestion. Following is a summary of the analysis provided by a consultant to the City of Hillsboro, Mr. Randy McCourt of DKS Associates.

As explained in Attachment 1, intersection level analysis uses a different methodology than the system wide methodology used by Metro to calculate the impact of a project on congestion. Both methodologies have strengths and weaknesses in calculating the measure of congestion: vehicle hours of delay.

Recognizing this, Metro staff will discuss with TPAC the possibility of incorporating intersection level analysis of congestion for the next iteration of the Transportation Priorities process. We do not recommend, however, attempting to adjust the technical score of the 10th Avenue project at this time, given that this methodology was not adopted prior to the application process and was not made available to other road modernization projects.

Metro staff does recommend that JPACT and the Metro Council consider adding the 10th Avenue project to the 150% list. This recommendation is based on:

- recognition that the current methodology does not capture all of the potential reduction in congestion that a targeted intersection improvement may provide and that the supplemental analysis provided does indicate a reduction in congestion not captured by the existing methodology
- that application of the supplemental intersection analysis congestion relief to the existing technical score methodology would have elevated this project to the top tier of technically ranked projects

- the project directly meets the policy direction of the Transportation Priorities program of investing in and leveraging economic development in centers
- the project has other important qualitative benefits such as prior regional commitment of funding preliminary engineering and right-of-way, the multi-modal benefit of alleviating conflicts with light rail operations and serving large Hispanic and low-income populations.

Attachment 1

Supplemental Congestion Analysis 10th Avenue Road Modernization Project DKS Associates

Dear Mr. Leybold:

Here is an alternative methodology and the numbers that go with it for the 10th Avenue project in Hillsboro. The data I gave you before was primarily focused on the right turn movements ONLY (southbound on 10th at Baseline). I have thought about how to keep a methodology simple enough to be replicated for all projects in the future and be useful for this project right now. As you know, the Metro effectiveness measures (both operational and cost) have trouble with smaller spot improvements that may not reflect intersection operational issues, but assesses the lack of link capacity. Using an analogy it is sort of like a water pipe with a value – the EMME/2 tool is like a flow meter in the pipe measuring the pipe capacity – addressing the friction or constriction in capacity. Where as the intersection analysis measures the flow at a point – or at the value – indicating how much flow gets through the intersection. It may be desirable to have both measures (the EMME/2 “pipe” and the intersection analysis “value”) to consider in the evaluation – retaining the current EMME/2 approach and adding an intersection measure. Since each TSP evaluates just about every signalized intersection – the TSP background data would be the source for the intersection part. I have outlined a methodology below and the application for 10th/Baseline.

Methodology

Identify the signalized intersections along the limits of the proposed project improvement. Obtain from the TSP the existing, future unimproved and future mitigated intersection capacity calculations for each of the signalized intersections within the limits of the proposed improvement. Take the HCM intersection delay value and subtract 35 seconds (the boundary of LOS D conditions where by below this level it is assumed to be normal conditions and above this level is where queuing becomes an issues and is considered to be – for most people - delay). Multiply the number of total vehicles entering the intersection by the difference between the intersection delay less 35 seconds. This value (in vehicle hours) would be the comparable to the 2000VHD for intersections. A similar calculation would be performed for the future unimproved and mitigated conditions. This calculation would be performed for every intersection within the limits of the proposed improvement. All the intersections would be then averaged to produce a project intersection delay value in vehicle hours. For example if there were five intersections and four were at LOS C or better and one was E with 25 vehicle hours of delay – the project intersection delay value would be 5 vehicles hours ({25+0+0+0+0} / 5 intersections).

Application at 10th Avenue

For 10th Avenue, only the intersection of 10th/Baseline has conditions above an average delay of 35 seconds/vehicle (in both the 2002 existing and future TSP scenario). Utilizing data from the Hillsboro TSP – the existing condition is 3.7 VHD – so with three signalized intersections within the project limits that would be 1.2 VHD. For the future the vehicle hours of delay are substantially higher. The future condition would be 240 VHD – with three intersections would be 80 VHD. The right turn lane would reduce the project value by 24 VHD in the future. A future phase of improvements to the 10th/Baseline intersection that provides double northbound left turn lanes would reduce the project value by an additional 52 VHD.

Let me know if you have any questions. You can consider this approach or the one that we did earlier for John (focusing only on the right turn movement). This approach is pretty simple, very repeatable and utilizes information from the TSPs which should always be readily available for other project.

Randy McCourt

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Theodore R. Kulongoski, Governor

Department of Environmental Quality

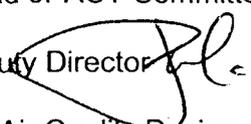
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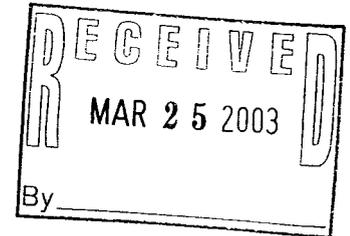
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MEMORANDUM

DATE: March 20, 2003
TO: Chair Rod Park and JPACT Committee Members
FROM: Paul Slyman, Deputy Director 
RE: Consequences of Air Quality Designations



At this month's JPACT meeting, a question came up about the consequences to communities that fail to meet the national air quality standards. This memo provides an overview of this issue.

Beginning with the basics, the Clean Air Act requires EPA to set standards for six common air pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, ground level ozone, particulate matter and lead. These standards are set at the levels necessary to protect human health. Air quality is tested across the nation and areas that exceed the specified thresholds are designated as not attaining the air quality standard. Such "nonattainment" areas are obligated to develop and implement attainment plans that reduce emissions to achieve the standard in the future. (Areas are granted varying amounts of time to achieve the standard according to the severity of their air quality problems.)

NONATTAINMENT AREAS

Nonattainment areas have a lot of flexibility to decide how to reduce emissions; however certain requirements apply to all. The most notable are:

- New or expanding industries must install the highest level of pollution control equipment regardless of cost—LAER or Lowest Achievable Emission Rate.
- New or expanding industries must "offset" their emission increases with even greater reductions of the same pollutant (from other sources).
- Transportation conformity rules require that transportation plans be aligned with air quality plans before new highways are approved.

Any area that fails to adopt or implement an adequate plan for attaining the air quality standard is subject to the harshest provisions of the clean air act: 2 to 1 offsets for new or expanding industry, withholding of an area's federal grants for transportation, or both. Fortunately, the prospect of 2 to 1 offsets or sanctioned highway funds no longer threatens Oregon communities since all have EPA-approved attainment plans in place.

Nonattainment areas in Oregon are:

Carbon Monoxide: Salem-Keizer

Particulate Matter: Grants Pass, Klamath Falls, Medford/Ashland, Lakeview,
La Grande, Oakridge and Eugene/Springfield

Ozone: Salem (Unclassified Area--attainment plan not required)

MAINTENANCE AREAS

After an area achieves an air quality standard, it is eligible to be redesignated to attainment. One requirement for redesignation is for the area to adopt a maintenance plan that ensures the area will continue to meet air quality requirements for ten years into the future. Advantages of redesignation are:

- Emission control requirements for new and expanding industry are reduced from LAER to (the less costly) BACT (Best Achievable Control Technology).
- Emission offset requirements are reduced for new and expanding industry.
- Maintenance plans can often be written to provide an "industrial growth allowance" to facilitate economic prosperity.
- The area avoids the risk of being "bumped up" to a more serious degree of nonattainment in the event of future air quality violations.
- There is no deadline to submit a redesignation request and no penalty for failing to do so, except for continuation of nonattainment requirements.

Oregon areas redesignated to attainment (maintenance areas) are:

Carbon Monoxide: Portland, Grants Pass, Klamath Falls, Medford and Eugene/Springfield.

Ozone: Portland

OTHER

One aspect of the Clean Air Act's requirements—transportation conformity—changes little with redesignation. The conformity rules dictate that emissions produced by a highway system be reconciled with the pollution anticipated by an area's air quality plan before new projects can proceed. These requirements apply to nonattainment areas and maintenance areas alike.

Similarly, both nonattainment and maintenance areas qualify for additional transportation funding under the Congestion Mitigation-Air Quality (CMAQ) program. However, the amount of funding granted increases according to the severity of a community's air quality problem. The most polluted areas receive 75% more CMAQ funding than those that succeeded in being redesignated to attainment. At this year's January meeting, JPACT discussed how this creates a disincentive to remedy air quality problems. As a result, the committee modified its recommendations for reauthorization of the transportation bill and urged that disadvantageous treatment for areas with improved air quality be discontinued.

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